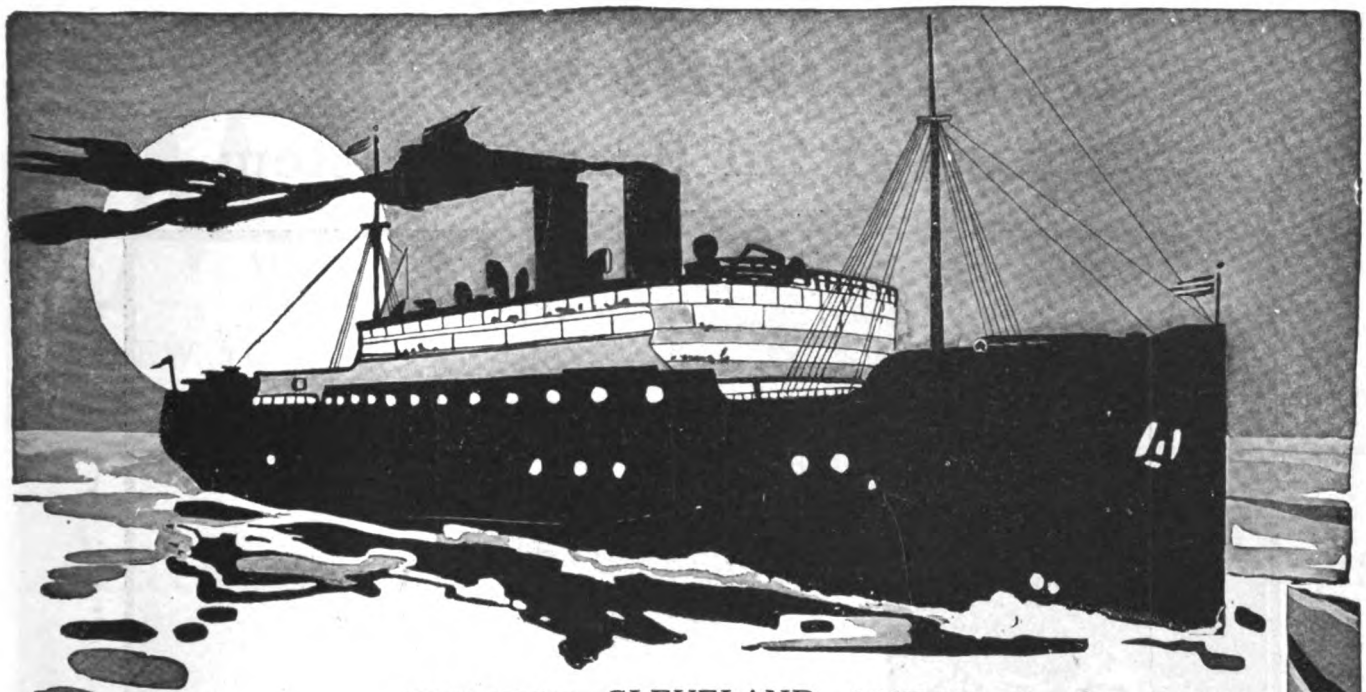

NEW YORK—CLEVELAND—LONDON

Marine Review

THE BUSINESS OF TRANSPORTATION BY WATER

Vol. 52 AUGUST, 1922 No. 8

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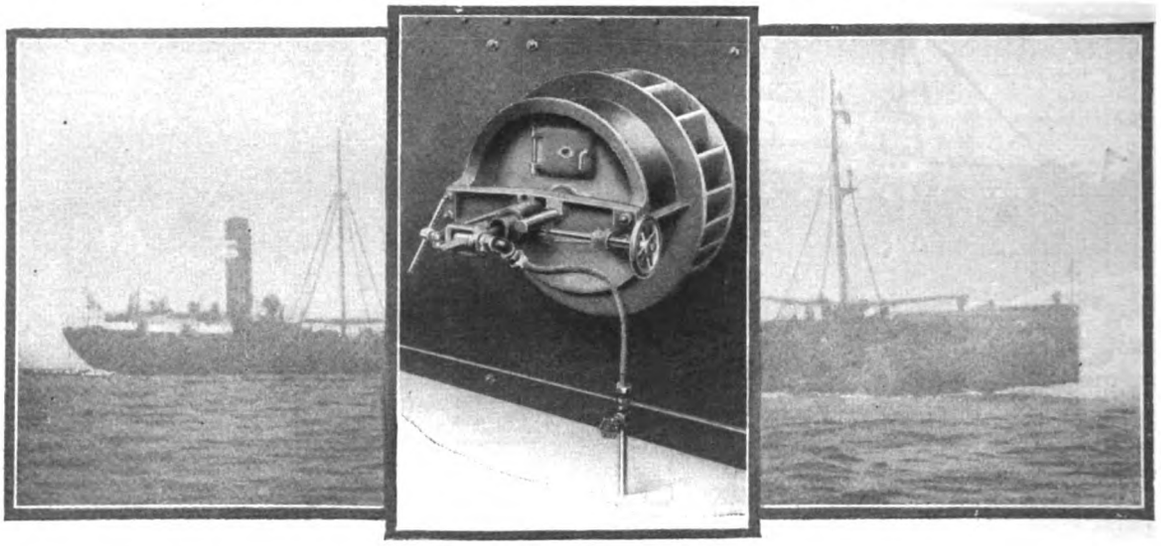
Mechanical Oil Burning System



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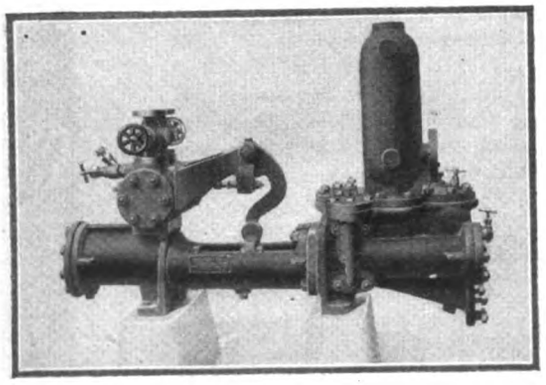

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Shipbuilding Ship operation Ship maintenance

Marine Review

NEW YORK CLEVELAND LONDON

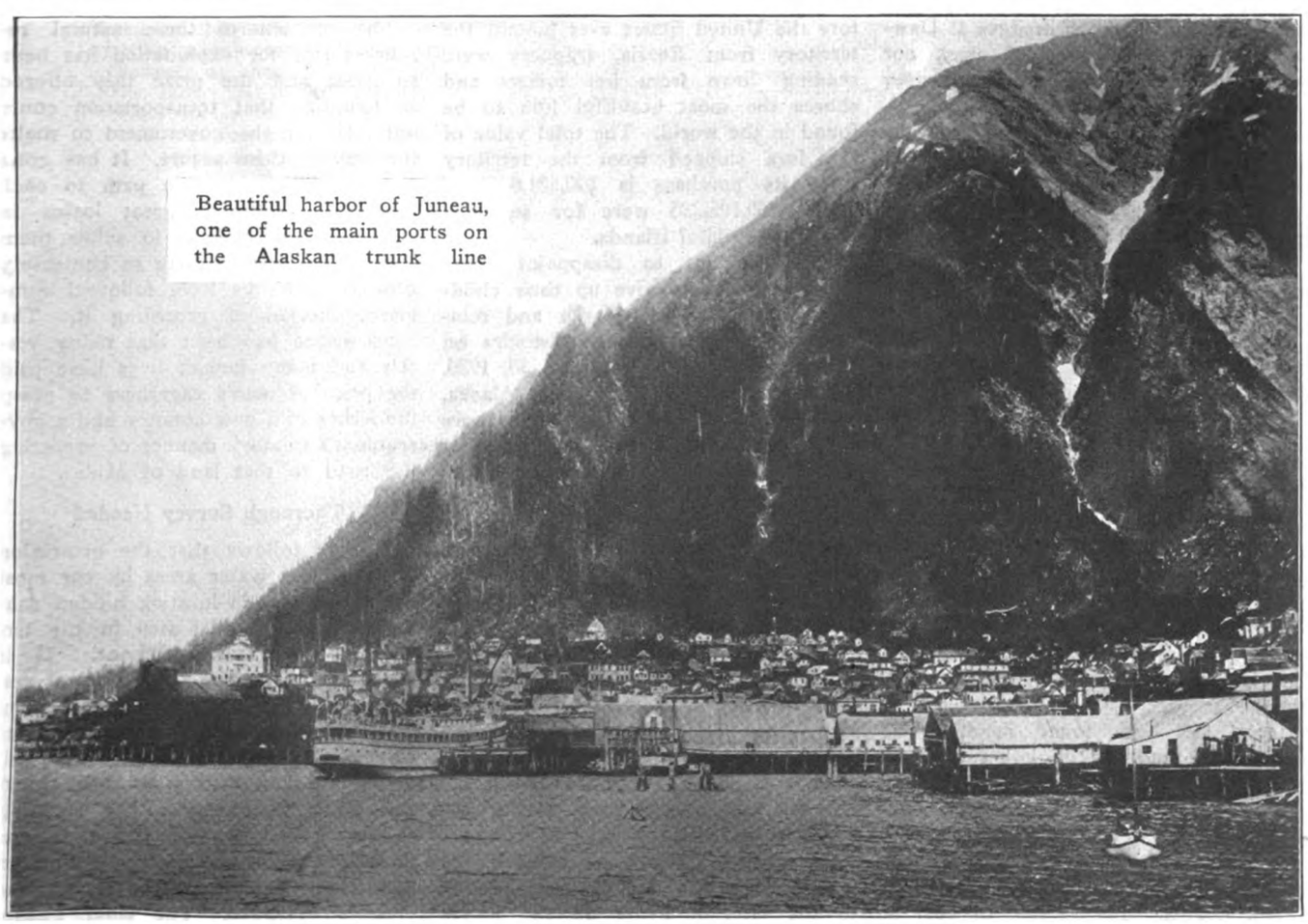
VOL. 52 AUGUST, 1922 No. 8

Alaska—Rich Prize for U. S. Ships

Big Northern Territory Supplies Large Tonnage of Freight—Description of Route and Survey Work Needed

BY A. MOBLEY SUTTON

IN THE minds of many citizens of the United States, the idea of Alaska has not progressed farther than their childhood conception of a land of snow and ice where Santa Claus holds forth and whence he departs once a year borne aloft by his team of reindeer. To these people it is still a bleak land of perpetual snow inhabited only by fur-clad Esquimaux, malamutes and reindeer. It is a surprise to them to learn that Alaska's only permanent snow and ice fields are situated on the mountain slopes, just as they are in the Swiss Alps, and cover only a small percentage of her territory; that the ports along all the southeastern and southwestern coastline are open the year around; that there are about one hundred million acres of forests and woodland in the territory



Beautiful harbor of Juneau, one of the main ports on the Alaskan trunk line

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and that grains, vegetables and many fruits grow remarkably well in some parts of Alaska and can be grown as far north as the Arctic circle and beyond. To such people, uniformed of the resources of this large territory, the only value of Alaska lies in her gold mines.

Twenty-five years ago the news of the Klondike's wealth of gold startled the world, and since then many discoveries of rich gold deposits have been made in different parts of Alaska. The United States paid $7,200,000 for Alaska in 1867. From that time until 1920, the last year for which governments reports are completed, the gold mined in the territory amounted to $319,644,993. During the last two years, however, gold production has fallen off. The reason given for this by the men on the job, as well as by outsiders who understand conditions, is "the high cost of production." But they all agree that the basis of high cost of production is high cost of transportation. If transportation charges were cheaper, more and better machinery could be installed, and every one with the slightest knowledge of the economics of production knows that in these days of high-price human labor nothing counts so much toward cost reduction as the installation of adequate machinery. How great this transportation factor is may be judged from the fact that two dredges at Dawson contain 1340 tons of steel, not counting other material. Cheaper transportation would aid in another direction, also, that of carrying the ore from the mine to the smelters in the Pacific Coast cities of the United States, since only a few of the mines in Alaska have smelters of their own.

Territory Has Great Wealth

Alaska's mineral wealth does not consist entirely of gold, however. Copper to the value of $126,926,096 has been mined in the period from 1867 to 1920 inclusive, and on account of their location and the lack of smelters, the development of the copper mines is more dependent upon cheap transportation than that of the gold mines.

Of the other minerals found in Alaska silver, tin, lead, antimony and platinum have been mined to the value of $13,639,916 in the period, 1867-1920. The production of all these metals is handicapped by high transportation charges.

Coal has been found in all parts of Alaska, and the minimum estimate of the territory's coal resources as given by the United States geological survey is 150,000,000,000 tons. These figures indicate coal resources far in excess of the original coal supply of Pennsylvania. The mining of coal in Alaska was forbidden by the United States government until late in 1914, and this law restricting the use of her natural resources has kept the territory back for at least 15 years. With the opening up of these mines and the two or three million acres of oil lands staked out since the passage of the 1920 oil lease law, the basis of cheap transportation will be assured; and this in connection with an another much needed aid to transportation, the discussion of which is the main purpose of this article, should bring about the rapid development of the territory.

Alaska's Greatest Asset

For all the fame of Alaska's gold, however, it is not that upon which the real development of the territory is based. Ask any oldtimer who has watched this foundling of a country "grow up" on what its growth was based, and he will answer unhesitatingly, "fish." The value of fish and their by-products taken from Alaskan waters since 1867 exceeds the value of both the gold and copper mined in the same period. The fisheries products amounted to $455,403,392 at the end of 1920. The great handicap which this industry has had to face in Alaska has been the unsafe and high-priced transportation.

Even before the discovery of the first gold in Alaska or, for that matter, before the United States ever bought the territory from Russia, trappers were sending down from her forests and shores the most beautiful furs to be found in the world. The total value of the furs shipped from the territory since its purchase is $90,521,046, of which $60,195,226 were for sealskins from the Pribilof islands.

In order not to disappoint those who are loath to give up their childhood association of Alaska and reindeer, we must give some statistics on the reindeer herds. On June 30, 1920, there were 180,000 reindeer in Alaska, and there are many thousands more by now. The wealth produced by the introduction of reindeer into Alaska by the United States government in 1892 amounts to $5,531,407. Under proper management, the Alaska reindeer industry will in due time be a source of large meat supply for the United States.

Grain and vegetables are grown very successfully for local use in the Tanana valley, which is in central Alaska and along the southeast and southwest coast.

That stock can be raised from the Yukon valley southward during the summer is well known to all old Alaskans who have seen herds driven over the trails and roads leading to the interior, living on the native fodder and reaching their destination in good condition. Cows for dairy purposes are kept near all the principal towns and at many of the roadhouses.

With all these possibilities for commerce in Alaska, the big problem is transportation, and although railroads are greatly needed for the internal development of the territory, the only connection with the rest of the world is and probably always will be the water route; for Alaska is surrounded on three sides by water and on the fourth by gigantic mountain ranges that may never be surmounted by railroads reaching the outside world. The government railroad just completed, therefore, and the other existing lines must rely upon ships in so far as connection with continental United States and Canada is concerned.

The waterway from various ports in Alaska to Puget sound and other west coast ports is the trunk line over which all Alaska's commerce passes. The Alaskan railroads and local steamboat lines are feeders only. The industries are scattered everywhere, and connections with the principal ports is by boat. The principal towns are on good harbors located with reference to their source of supply, whether mines or canneries. In practically all cases, the canneries and mines along the shore are visited directly by the larger steamers.

The amount of these natural resources ripe for exploitation has been so great and the prize they offered so tempting that transportation could not wait for the government to make the way to them secure. It has gone ahead, finding its own path to each new field, suffering great losses in so doing, but content to suffer them because the returns were so immensely greater. Surveys have followed commerce instead of preceding it. The consequence has been that many vessels and many human lives have paid the price of man's eagerness to grasp the riches of a new country and a government's dilatory manner of preparing the road to that land of Midas.

Thorough Survey Needed

It thus follows that the protection of these vast water areas by the most careful surveys in locating hidden dangers is the essential step in the territory's further development. It is not only to save the actual loss of vessels and lives, however, that the commerce of the country needs accurate surveys. Present masters of vessels plying Alaskan waters are old timers and know their way rather certainly among the dangerous passages, but we have pointed how each of the industries are handicapped by high transportation charges. The chief reason

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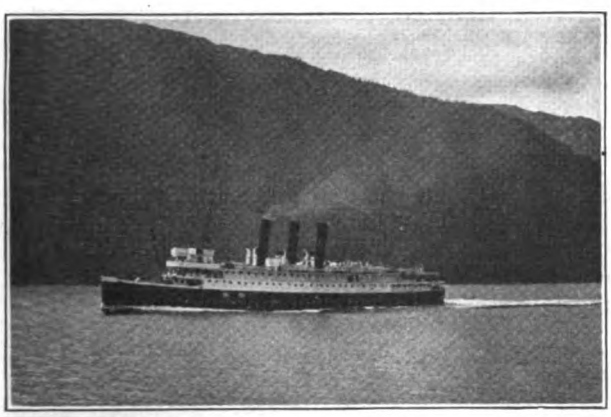
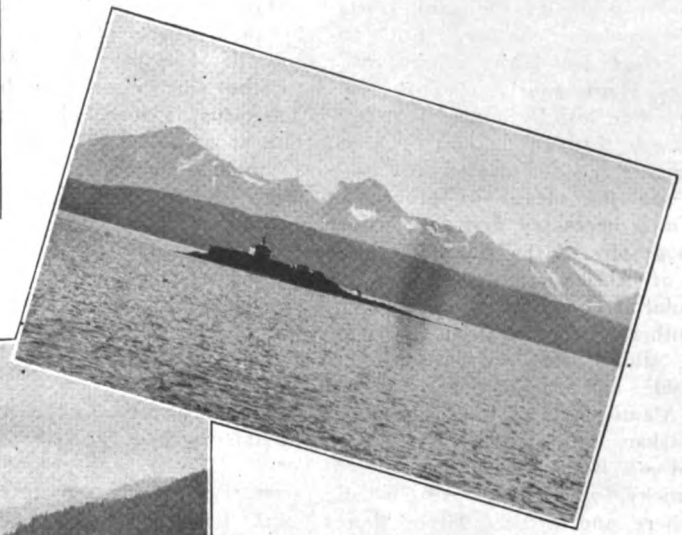
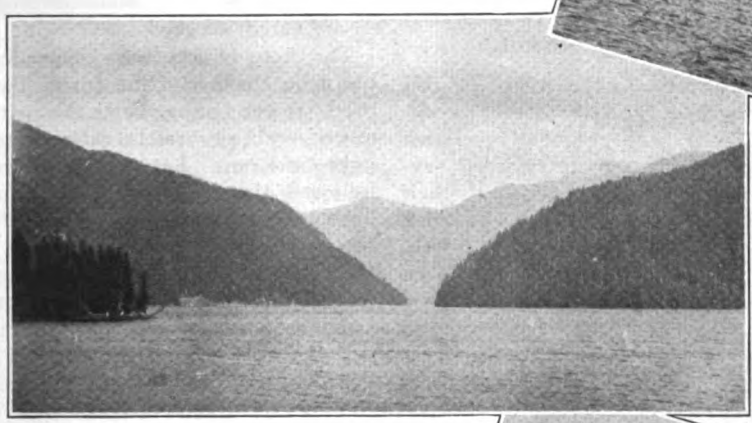
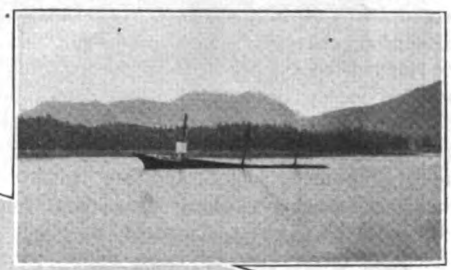


Liner Prince Rupert of Grand Trunk Pacific service, one of Alaska's big carriers

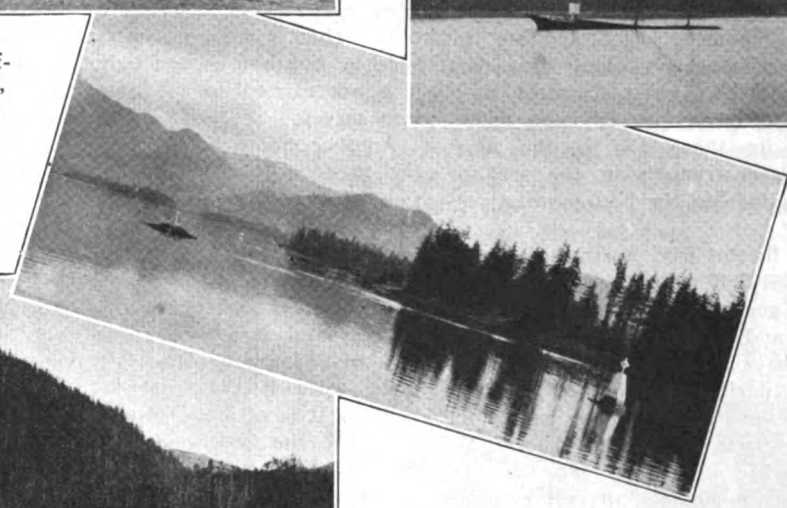
Navigation aids are still inadequately provided for the Alaskan service. Below typical reef and dismantled schooner, James Drummond, wrecked on Dalpatch reef in 1913 and since used as signal base

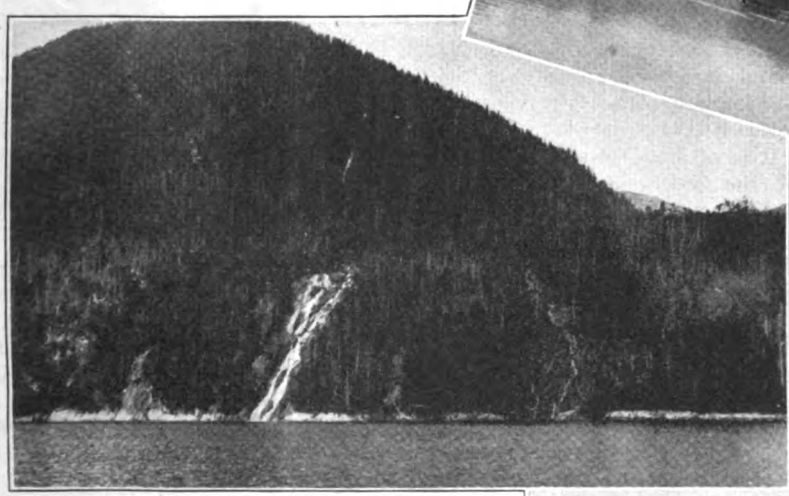


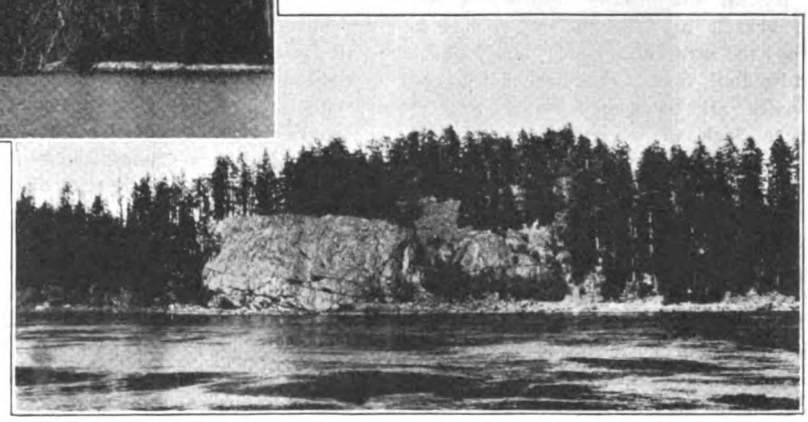




Wonderful scenic effects are offered on the main steamer route, jutting promontories hiding the channels as they wind through the hills. At right, Wrangel Narrows with only a few feet of clearance between ship sides and buoys







Type of coastline which borders the steamer channel. The steep rocky shores indicate similar formations on the neighboring sea bottom. At right is shown the tide rip in Seymour narrows

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why such high rates are charged is because the insurance companies in turn charge the steamship companies such high rates. When the channels and coast line have been completely surveyed and wire-dragged, the insurance will be less and transportation consequently cheaper. Still another reason for high freight rates originates from poorly charted seas. It is the time lost by a vessel in feeling its way through unknown waters.

To understand the dangers to navigation and the means of preventing losses, it is necessary first to consider the topography of the shore line. The shores of Alaska from the southernmost point at Dixon Entrance, throughout southeastern, central and western Alaska, along the northern Pacific coast side and the Bering sea side of the Aleutian islands and back along the Alaskan peninsula to the neighborhood of Bristol bay, are exceedingly rocky, with stretches of sandy beach here and there. These shores are high and precipitous, rising suddenly from deep water. As might be expected, the adjoining sea bottom is of a similar character, with reefs and single jagged rocks rising from a deep submarine valley to within a few feet of the surface in many instances. These single rocks have been given the name of "pinnacle rocks" and are the bugbear of mariners along this part of the Alaskan coast, because it is so hard to locate one of them exactly, and its sharp top is the most dangerous instrument in the sea for tearing a hole in the bottom of a vessel.

From Bristol bay, northward in the Bering sea and Arctic ocean, the coast line is generally composed of sand beaches and mud flats, with few sheltered bays suitable for harbors. Except during the years of the rush to the Klondike, however, none of these parts of Alaska's shores has been used continuously, and the dangers being much less, the survey work has been concentrated on the rocky type of shores adjacent to the arteries of commerce.

By far the greater number of losses of vessels in Alaskan waters has been due to strandings. A study of the individual cases has shown that practically all of these losses were due to a lack of accurate surveys.

How Survey Work is Done

There are three types of surveys made by the United States coast and geodetic survey, exploratory or reconnaisance, hydrographic and wire-drag. The first is what the word indicates, a rough survey with very little detail included. Hydrographic is a more complete lead and line sounding, but waters infested with pinnacle rocks are never safe until they have been swept to the depth of the deepest draft vessels with a wire drag.

The wire drag consists of a horizontal wire maintained at any desired distance below the surface of the water by an arrangement of weights and adjustable upright cables extending up to the surface of the buoys. The apparatus is towed by two launches, one at each end. As the drag passes through the water, it will catch and show the location of any obstruction extending above the plane of the horizontal wire. Knowing the location of the obstruction the least depth on it can easily be found by sounding with lead and line from a small boat.

Current Study Essential

The observation of currents is also an important duty of the survey workers. Vessels are frequently carried past their destination or retarded several hours by currents that their masters do not know exist. In thick weather, this deviation can not be seen, and a number of wrecks have been due to the action of currents. These currents are constantly changing, and the only way that accidents due to them may certainly be avoided is to keep them under constant observation. This is done in so far as possible by lighthouses and lightships, but it is not carried on as a separate current survey.

Another point to be considered by the master of a vessel is the deviation of the magnetic needle from the true north. This is particularly important in Alaska where on account of its proximity to the magnetic pole the variation amounts to 28 to 45 degrees and increases annually at the rate of one minute until it reaches the node, when it starts on its backward swing. It is of more importance, however, in the protected channel from Dixon's Entrance to Skagway known as the Inside Passage, on account of the deflection of the needle caused by magnetic ore bodies. At Port Snettisham, for instance, there are spots in the harbor where the magnetic needle refuses altogether to function the intensity and deflection of the magnetite. At Sitka, the government maintains a magnetic observatory where observations are carried on continuously for 24 hours. Sensitized films record the intensity and deflection of the magnetic current.

In 1867, at the time of the purchase of Alaska from Russia the only existing charts were a compilation from the work of various Russian and English explorers who had gone up and down the coast line of Alaska in an effort to find a northwest passage from the Pacific into the Atlantic. They made no surveys, and their charts were crude sketches giving an idea only of the configuration of the coastline and harbors. Beginning with the summer of that year, surveys were made by the coast and geodetic survey. The first comprehensive survey of Alaska was begun by the steamer HASSLER in 1882. By 1898, exploratory surveys had been made through all of that narrow strip of mainland and islands that runs north and south on the extreme northwest of Canada, known as Southeastern Alaska, through which the trunk line of commerce passes. In that year the rush to the gold fields with its accompanying commercial activity necessitated a more careful and co-ordinated survey.

The first efforts were expended on the main channel of the Inside Passage to Dyea and Skagway, the path so much used by vessels catering to the gold seekers. Later survey vessels followed the needs of the fishing industry by surveying those channels and tiny inlets where canneries were constantly being established. Because they went wherever called and did not precede the needs of commerce by an ordered progression these surveys were disconnected, and when it came to joining them together it was found that all of them did not fit.

By the system of observations known as triangulation, the coast and geodetic survey began in 1910 to co-ordinate these disconnected surveys and in that year also began a progressive survey of the intermediate areas. During the war, the work was retarded because the vessel built for this work, the SURVEYOR, was pressed into service for patrol work in the Mediterranean, but since the war she has been on the job every day during the season. Last year, working in Southeastern Alaska, she took 37,000 deep sea soundings incidental with other survey work.

Wire Drag Work Unfinished

Besides what was done by this large ship, two wire-drag parties have been busy most of the time since 1914. The wire-drag work was started at the beginning of our possession at Dixon Entrance. The main thoroughfare of the Inside Passage has been wire-dragged up to its northern end at Skagway, and the work is now in progress through Cross sound to the open Pacific. From there they will work westward and northward, dragging all the principal harbors and places of refuge. The numerous unused inlets along the main shore and between the scattered islands bordering on the Inside Passage, however, have had practically no surveys; and the islands bordering on the open

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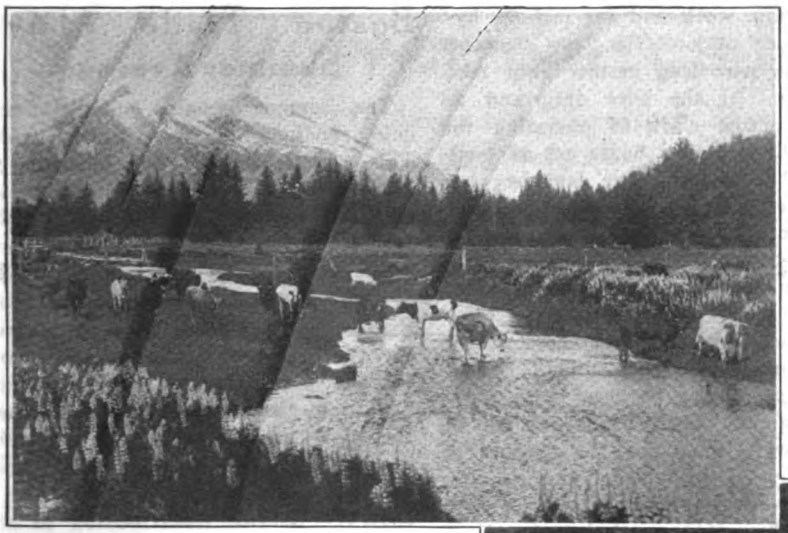
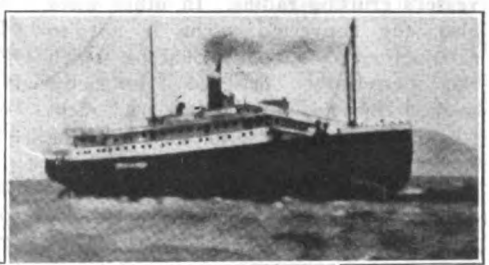
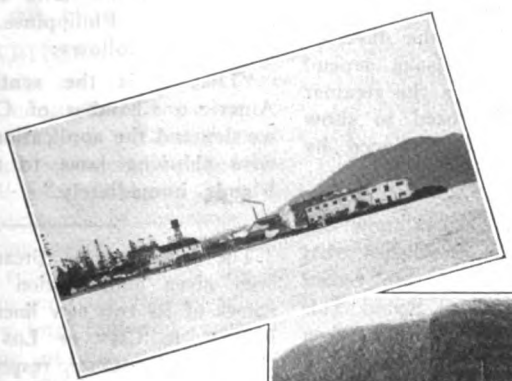
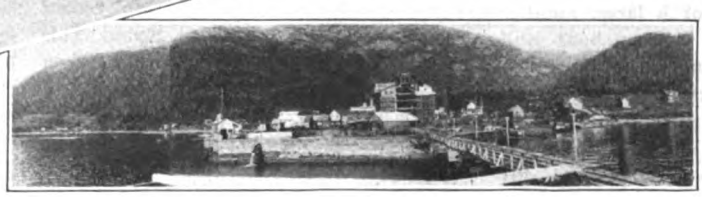


Many still classify Alaska as the land of eternal snows. Instead, its diversified products make its ocean traffic highly prized. Adjacent views show Kennecott copper mine, typical dairy farm, reindeer herd and government wheat field

Below is view of Ellamar copper mine, small photograph showing typical cannery. The Alaskan fisheries have been the territory's principal industry, exceeding gold and copper combined. Other views show liner Princess Sophia whose sinking cost 343 lives







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Pacific are largely unsurveyed or insufficiently surveyed.

Much detail work has been done in Prince William sound, in some parts of Cook inlet, and from St. Michaels to the mouth of the Yukon, also around parts of Kodiak island, the Alaska peninsula and the Aleutian islands. No wire-drag work has been done in any of these waters except in Cook inlet in the vicinity of Anchorage. It was done during the war for the purpose of preparing a safe passage for bringing coal out of the Matanuska coal field for use by the navy. These waters are particularly dangerous, because the receding glaciers that drain into Cook inlet have a habit of leaving boulders at most unexpected places. Besides the regular survey work, the surveyors are taking into consideration all along the line of progress available landing places for airplanes.

The present survey equipment for Alaska consists of the large ship, SURVEYOR, and a converted yacht for wire-drag work. After the war, two yachts were turned over from the navy, the WINONA and the LYDONIA. These worked in southeastern Alaska during 1920, but in 1921, the LYDONIA was assigned to work on the California coast.

How Survey Ship is Fitted

The SURVEYOR is a 220-foot vessel with a 1000-horsepower triple expansion oil-burning steam engine. She was built by the Manitowoc Shipbuilding Co. The yacht is also powered with a steam engine of 800 horsepower but this burns coal, which decreases the vessel's cruising radius. In other ways also, the converted yacht is not so satisfactory as a boat would be which was especially designed for the work. In the first place, a yacht is not designed to stand the rough weather so frequent in northern waters. More important still, however, is the interior arrangement. A yacht is designed for the owner's comfort and is planned to carry a minimum number of navigation officers, while the survey must carry a much larger personnel, and the living quarters must necessarily be plain and compact. The wire-drag work has, therefore, been handicapped by not having the standard survey equipment.

The chief requirements of a standard survey vessel are power and room to carry plenty of launches and whaleboats and quarters for a large number of men. Both the survey boat and the wire-drag boat must carry launches; for it is by small parties sent out from the mother ship that most of the actual work is done. The launches from the survey ship take parties ashore for topographic work and for inshore hydrographic work. The two launches from the wire-drag mother ship take either end of the wire drag and do all the actual work of operating the drag, while smaller boats act as tenders. The use of large launches has been one of the most marked developments in the wire-drag work, because they are more independent of weather conditions. Those now used are from 40 to 65 feet long, there being a guiding launch, which carries most of the equipment, and a subordinate launch. These are always powered with gasoline engines, usually from 20 to 40 horsepower. Knowing the number of small boats employed, one is impressed with the number of men that the mother ship must house. Each large vessel must carry about 65 men and 8 or 10 officers, and the wire-drag ship must carry about 20 or 25 men.

Will Use Naval Ships

It is expected that next year work will progress faster in Alaskan waters, because of the fact that three mine planters have been turned over from the navy for survey work. These were built for service in the North sea and, by reason of their strong construction and long cruising radius, are eminently adapted for work in outside waters. They are 1000-ton vessels powered with 1000-horsepower engines. These will be equipped with modern sounding apparatus, a radio, and probably radio phones for use in keeping in touch with shore parties. Radio phones will be particularly useful to the wire-drag parties as a means of communication between the two launches. The drag is seldom less than 3000 feet and sometimes as long as 12,000, and the present method of communication between the two is by means of semaphores.

As a transcontinental railroad is the trunk line which carries a continent's commerce, so the steamer route is the trunk line of Alaska's commerce. And as the development and prosperity of the continent depend upon cheap freight rates on the railroad, so the development and prosperity of Alaska depend on cheaper freight rates on the steamer route. We have endeavored to show how these rates will be reduced by making the trunk line safe.

The bark WILLIAM DOLLAR, now one of the Dollar fleet, has established what is claimed to be a sailing ship record between Shanghai and Puget Sound. This vessel covered the distance of more than 5000 miles in 31 days. The WILLIAM DOLLAR formerly was under the German flag known as the ALSTERBERG and later as the WALKURE.

Boston Trade Above Summer Average

The summer months usually bring quiet conditions at New England ports. This year is no exception although all large shippers in Boston report an improvement over the summer of 1921. For one thing, over half a dozen new services have been put into effect out of Boston since the first of the year. Regular sailings have been maintained on all of these except the Boston, Havana and Kingston service which has been discontinued until fall. Several new lines have recently started in addition to the half dozen or more already mentioned. These include a coastwise service from Boston to the gulf ports of Galveston, Houston and New Orleans; a new direct service between Boston and liverpool with fortnightly sailings and a Boston to Bath, Me. service.

Coast to coast services from Boston and New York to San Francisco have held up in tonnage carried better than any other lines out of Boston. Demand for space for Scandinavian ports has still further fallen off and future sailings are uncertain. Return cargoes from England have included coal and pig iron for Boston through tonnages of these commodities has, as yet, been small. Mediterranean and South American lines show little change in weight of cargo handled. Recent imports of hides and wool from Buenos Aires have been heavy. Other imports include crockery, linseed oil, zinc oxide and tea from England; glassware and toys from Hamburg; jute, hessian cloth and skins from Calcutta and yams and glazed tile from Montreal.

Demand Coastwise Laws Include Philippines

The American Chamber of Commerce of the Philippines recently adopted a resolution favoring extension of the coastwise laws of the United States to the Philippines. The resolution was as follows:

"That it is the sentiment of the American Chamber of Commerce that we demand the application of the coastwise shipping laws to the Philippine islands immediately."

The Los Angeles Steamship Co. has been given authorization to change the names of its two new liners, AEOLUS and HURON, to CITY OF LOS ANGELES and CITY OF HONOLULU, respectively, according to announcement by Roy V. Crowder, general passenger agent of the company.

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May Lower Rates for Some Lines

Report of Underwriters' Committee Would Put American Vessels on Nearer Parity with Foreign Competitors—Three More Are Favored

BETTER classification for vessels operated by the Mallory Transport Lines, A. H. Bull & Co. and the Export Steamship Corp. has been recommended by Charles R. Page. He is chairman of the underwriters' committee appointed to cooperate with shipping board officials in an effort to secure a nearer parity of rating for cargo purposes with that accorded foreign competitors operating vessels of the same class. The fact that shipping board vessels have been required to pay higher rates than similar ships operated by foreign companies has been the cause of friction between the board and domestic underwriters and has led to talk of government insurance. The underwriters have contended that shipping board vessels when they are operated properly are not subjected to higher rates than foreign ships but that some vessels have been in the hands of incompetent and inexperienced operators and consequently have had to pay a higher rate.

Lower rates for vessels operated by the Munson, United States, Pacific Mail and Admiral lines and steamships operated by Moore & McCormack from north Atlantic ports to Irish ports have already been approved. The special committee of underwriters is continuing its investigation and has several further reports near completion. It is said the underwriters have found a satisfactory improvement on the whole in the operating efficiency of shipping board vessels; that there is an improvement in the personnel and that the ships themselves are in better condition as a result of supervision and repairs.

* * *

Losses on Pacific Heavy

UNDERWRITERS report that losses, particularly on the Pacific coast, have been unusually heavy for this season of the year. While there has been no single large casualty, the number of small scattered losses have kept the loss departments of insurance companies working overtime. Recent claims include the running ashore of the motorship OZMO on Cape Blanco which is said to be a total hull and cargo loss. The ramming of the steamer WELSH PRINCE by the IOWAN off Altoona in the Columbia river resulted in a total hull loss and an undecided cargo loss. A large claim was presented at San Francisco offices when the steamship WILLPOLO dropped its propeller at sea. Fire on board the F. J. LUCKENBACH headed toward Pacific coast ports also resulted in a substantial claim. After collision near San Pedro harbor the schooner VIRGINIA OLSEN reached dock before sinking and the hull loss is estimated at $10,000. Fortunately for the underwriters the cargo carried was a shipment of lumber which was not damaged. Another casualty is the BERLIN which went ashore off Alaska and it is expected will prove to be a total loss. The cargo has been practically all salvaged. Insurance on this vessel was carried both in the United States and in London and has been handled by the Fireman's Fund.

* * *

Germans Write New Form

A NEW form of hull insurance is being worked out in Germany where several companies have been formed to write insurance based on the same principle as life insurance but covering the length of utility of both ships and houses. Under this kind of a policy, the contract may become due as a loss or upon expiration of the period which the policy is written to cover. Mortality tables have been drawn up as a basis for the proper actuarial calculations. Advices from abroad state that the companies that have been organized to write this form of contract have already placed several risks upon their books.

* * *

Plan Writing Canal Risks

FORMATION of a special syndicate of marine underwriters to write New York state barge canal risks is being given careful consideration. Underwriters, fully realizing the urgent need for a reduction in insurance rates, are not forgetful of the fact they have been losing money in the canal business. They are willing to co-operate, however, with the authorities and conferences have been arranged between Superintendent Cadle of state public works, and a committee of insurance men. The superintendent has informed underwriters he is willing to meet the insurance men half way by complying with their suggestions with a view to bringing about a reduction in the rates. The state will aid by instituting additional safeguards to navigation such as life buoys, efficient lock approaches and the expansion of dry dock and repair facilities. With the completion of these improvements it is probable underwriters will agree to a substantial reduction in the insurance rates.

* * *

Would End Oil Pollution

MARINE insurance underwriters are enthusiastically endorsing a resolution introduced by Representative Appleby of New Jersey calling upon the President to call a conference of maritime nations to be held at Washington for the purpose of adopting uniform means for the prevention of the pollution of navigable waters by oil burning vessels, which have been dumping sludge, etc., in the various harbors. Insurance men have been most insistent in pointing out existing hazards and supporting local ordinances preventing the dumping of sludge within certain limits and feel that their efforts are at last gaining recognition. In explaining his bill, Mr. Appleby stated that England and other countries are suffering from the effects of this pollution and that many millions of dollars are lost through waterfront fires. In the opinion of Mr. Appleby, the fire menace is sufficient to make the problem of combating the pollution of harbors an international one.

* * *

Seek Advantages of Law

ACCORDING to Lewis A. Griffith, superintendent of insurance of the District of Columbia, five marine insurance companies have filed application with his department to be admitted to write business in the District and avail themselves of the advantages of the model marine insurance law enacted for the District by congress. Companies seeking admittance include the Reliance of Liverpool and a syndicate of about 52 companies. The District of Columbia insurance department has requested that congress make a special appropriation to enable the department to administer the act.

* * *

Attach Lloyd Risk Funds

UNUSUAL steps to combat Lloyds of London in New York state were taken recently when warrants of attachments were served on more than 40 banks, brokerage houses and insurance

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companies in which Lloyds of London had on deposit or otherwise held in this country. Action grew out of an attempt to enforce a $114,000 claim against Lloyds on the sinking of a drydock at Havana belonging to the United States & Cuban Allied Works Engineering Corp. Suit had been brought for the recovery of the insurance, which Lloyds has refused to pay and also for an expense of $25,000 incurred by the plaintiffs in an attempt to raise the drydock at the request of Lloyds. This action stands out as being the first taken to see whether it is possible to enforce in the New York courts the payment of moneys upon a London Lloyds policy in the event of payment being refused.

* * *

Risk Betterment Growing

CONTINUED improvement in business offered is reported by most marine insurance offices and the betterment seems to have been general, and not confined to any one particular locality. The number of brokers with risks to place have become more numerous than in many months. The railroad strike is causing some alarm among underwriters who fear it may halt progress. Unless the engineers and trainmen should strike it is felt, however, that ocean marine insurance underwriters will not be hard hit.

* * *

Revising Duty Features

RESULTING from action of the United States government in refusing to refund duty on goods pilfered or damaged in transit, marine insurance offices are proceeding to revise the duty feature of their contracts and are requiring the payment of an additional premium. Formerly if a vessel was in a disaster there was no loss on duty and consequently underwriters have been charging about one-third of the marine rate to duty risks from which duty rebates were obtainable. The government has adopted the attitude that the burden of proof rests with the importer to prove that the missing merchandise was not smuggled into the country. In view of the fact it is practically impossible to prove this, a rebate of duty is no longer obtainable on merchandise in public stores or on piers.

State Favors Syndicates

THE New York insurance department, which has completed an examination of the American Marine Insurance Syndicates, in a report commends the syndicates for what they have accomplished during the short time of their operation and states that there is no doubt that syndicate "C" offers for the first time to the American market hull insurance adequate to meet practically all domestic requirements. The department expresses the view that the syndicates have fully come up to the expectations of the committee on merchant marine and fisheries by providing greater American hull coverage. Referring to syndicate "A," the department finds that it may well develop into the powerful institution contemplated by its sponsors and that it has at present the support of the United States shipping board, which is the largest purchaser of ship repairs in the American market. The department report commends the syndicates upon the economies in the cost of operation and the unusually fortunate underwriting experience the syndicates have had.

Plan Library on Each American Ship

BOOKS for sailors afloat is the purpose of the American Merchant Marine Library association, room 502 at 82 Beaver street, New York, which, since its organization more than a year ago, has been carrying on the work performed by the American Library association. The new association, starting from the ground up with the solicitation of funds and books, already is functioning in New York and Boston and on the Great Lakes. Arrangements have been made for the exchange of books at various ports abroad. Just as rapidly as organization and the procurement of funds permit, the library service is to be extended to every major American port and, if possible, to all of them. On the Great Lakes the association has the full support of the Lake Carriers' association and on the Atlantic seaboard the American Steamship Owners' association has commended the undertaking and individual owners and operators have contributed to the financial welfare of the project. Dispatch offices operating at Boston and New York are being carried on by the Marine Library association while at Great Lakes ports the Lake Carriers have undertaken this dispatch service.

Campaigns have been conducted in Cleveland, New York, Boston and other cities for books for the sailors' library and thousands of volumes have been obtained. These are made up into individual ship's libraries proportioned to the size of crews and lengths of voyages. The average library ranges from 80 to 100 books and some of the larger vessels are permitted two libraries, one fore and the other aft. Each library contains approximately 65 per cent fiction and 35 per cent technical, history, travel, biography, poetry, drama, personal hygiene, etc. The accompanying illustration shows a typical library aboard ship as supplied by the association.

SHIP'S OFFICERS RECEIVING BOOKS FOR CREW AND INSPECTING TYPICAL LIBRARY

Annually $50,000 will be required by the association for its work at Boston, New York, Philadelphia, Baltimore and Norfolk on the Atlantic coast; at San Francisco and Seattle on the Pacific; at New Orleans and Galveston on the Gulf of Mexico and at Sault Ste. Marie on the Great Lakes. In order to obtain these funds the association has established the following memberships: Life, $100; sustaining, $25 annually; contributing, $10; associate, $2; seafarer's, $1; and general, $1. The work has been organized by Mrs. Henry Howard of Cleveland, president, who established the service for the merchant marine during the war. Winthrop L. Marvin is vice president; C. C. Smith is secretary and Albert H. Wiggin is treasurer. President Harding is honorary president of the association and Secretary Hoover and Chairman Lasker of the shipping board are honorary vice presidents. Trustees of the association include many prominent shipowners and operators.

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St. Lawrence Waterway Is Needed

Entire Country Will Benefit from Providing Deep Water Route from Lakes to Ocean

BY PROF. ANDERS F. LINDBLAD
Assistant Professor, Naval Architecture and Marine Engineering, University of Michigan

IN THE Great Lakes, the United States possesses the greatest inland waterway in the world. Its navigable length is about 1400 miles. Before improvements were made, some of the ports and the connecting rivers and channels were only a few feet in depth, but the more important harbors have now a depth of 23 feet, and the channels and the locks have an available draft of 20 to 22 feet.

Depth Still Small

The Welland canal, connecting Lake Erie and Lake Ontario, has still a depth of only 14 feet. This small draft prohibits passage of any of the larger lake vessels. The tonnage passing through this canal is, therefore, comparatively unimportant and amounts to only about 2½ million tons against over 100 million tons passing through the Soo. Work is now being done by the Canadian government to rebuild and deepen this canal so as to permit even the largest lake freighters to pass down to Lake Ontario.

While the present Welland canal has 25 locks, which can not take vessels longer than 260 feet, with 14 feet draft, the new canal will have only 7 locks, which will be 800 feet long, 80 feet wide and have an available draft of 25 feet. Even the largest lake vessels will be able to go through these locks. This new canal will add another 200 miles to the navigable length of the Great Lakes system; and, all that then stands between it and deep water is a stretch of 182 miles between the east end of Lake Ontario and the deep part of the St. Lawrence river. At present, the upper part of the river is made navigable for vessels of 14 feet draft through a series of canals. The plans to rebuild these have recently been the subject for lively discussions. Probably no other engineering project of the present day is of greater importance to the Middle West.

Those who back the proposed deep-water canal have collected a mass of data showing that the cost of transportation will be lowered for many of the products of the West.

They also point out that the project, at the same time, provides for the development of hydroelectric power plants capable of generating about 4 million horsepower.

Length of Season

There seems to be no real difference of opinion regarding the feasibility of the project from the engineering point of view. Some of the opponents, however, claim that it will be a failure as far as navigation is concerned. They say that very few ocean ships will be able to use the

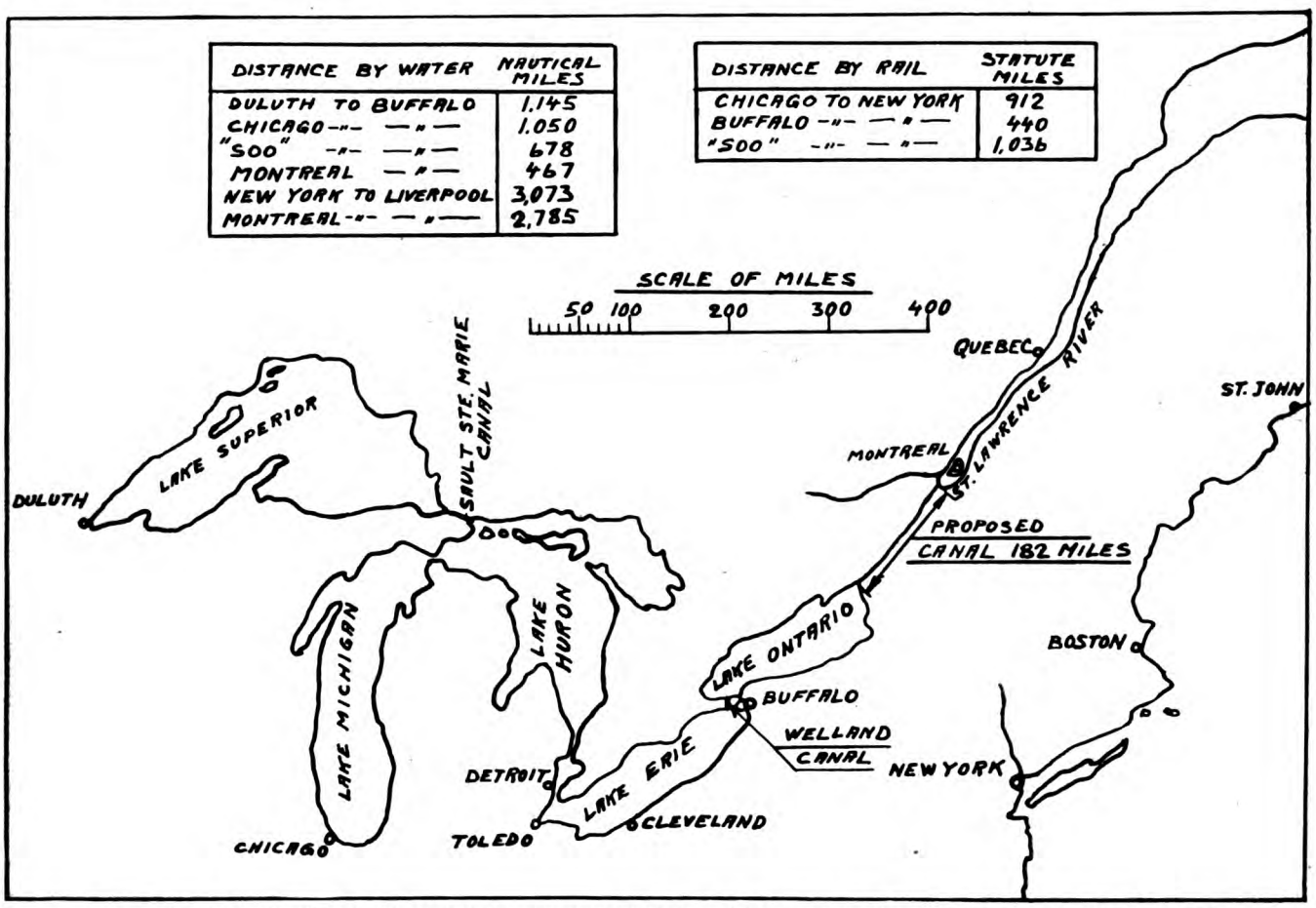

FIG. 1—MAP OF GREAT LAKES SHOWING CONNECTING CHANNELS AND PROPOSED ST. LAWRENCE CANAL

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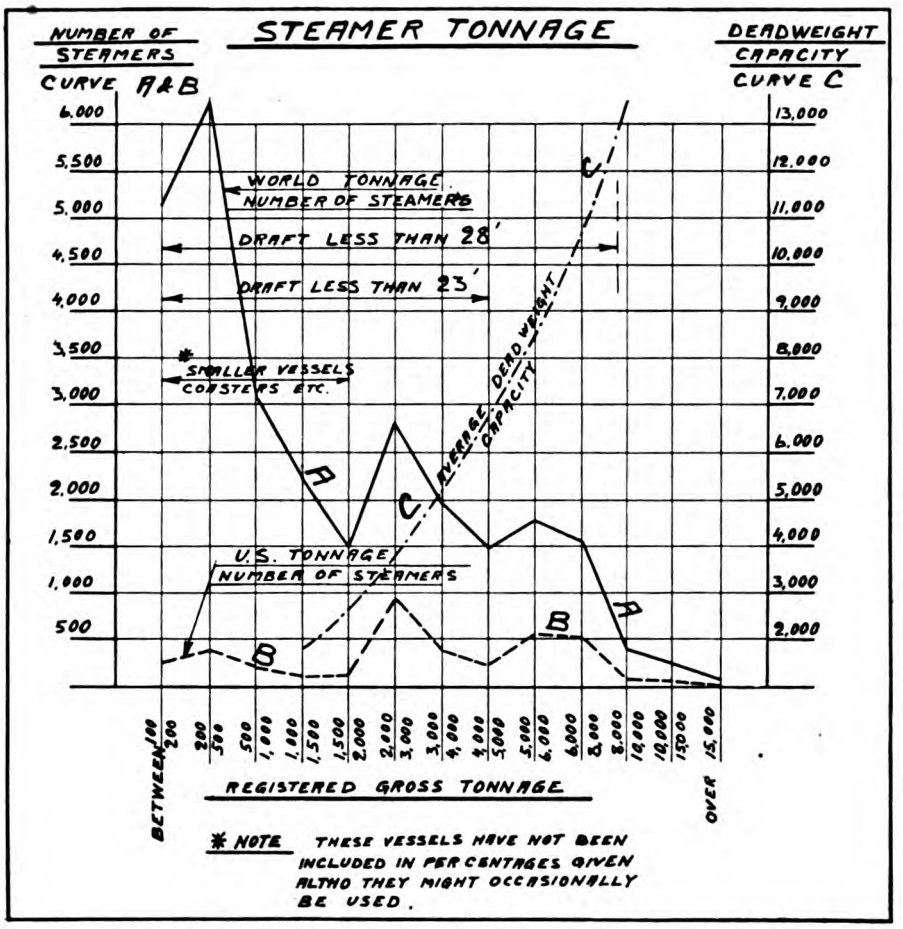
STEAMER TONNAGE
NUMBER OF STEAMERS CURVE A & B
DEADWEIGHT CAPACITY CURVE C
WORLD TONNAGE NUMBER OF STEAMERS
DRAFT LESS THAN 28'
DRAFT LESS THAN 23'
* SMALLER VESSELS COASTERS ETC.
AVERAGE DEAD WEIGHT CAPACITY
U.S. TONNAGE NUMBER OF STEAMERS
REGISTERED GROSS TONNAGE
BETWEEN 100 200 200 500 500 1,000 1,000 1,500 1,500 2,000 2,000 3,000 3,000 4,000 4,000 5,000 5,000 6,000 6,000 8,000 8,000 10,000 10,000 15,000 OVER 15,000
* NOTE THESE VESSELS HAVE NOT BEEN INCLUDED IN PER CENTAGES GIVEN ALTHO THEY MIGHT OCCASIONALLY BE USED.

FIG. 2—ANALYSIS OF WORLD STEAMER TONNAGE SHOWING AVERAGE VESSEL DRAFT

canal. Typical of this opinion is the statement that "were the proposed canal anywhere else—in a word—were its location suitable for an all-the-year-round service, instead of some six months only, and were the navigation troubles of the St. Lawrence a little less menacing, a reasonable plan might be set up for the project - - - "

A statement like this does not, in the writer's opinion, represent the truth. It is true that there will be no all-year-round navigation, because the Great Lakes and the St. Lawrence river are closed by ice during the winter months; but that does not mean that the navigation is limited to six months. Statistics show that the port of Montreal is open about 7½ months, and that Buffalo is ice-free about 8 months. During 1921, Montreal was open to traffic from March 29 to Dec. 14, which is 8½ months. We may, therefore, predict that the canal will be kept open about 7½ months, which is the average length of the lake season.

Profits in a Short Season

Because the shipping season is rather short, it does not at all follow that the shipping can not be profitable. The present enormous traffic on the lakes is certainly not carried at a loss; in fact, it is generally recognized that nowhere in the world is cargo transported and handled at a lower cost—in spite of the short season. The Baltic trade is another example of a comparatively short shipping season.

There is no doubt that navigation through the St. Lawrence river and the Gulf of St. Lawrence is more dangerous than in the open Atlantic, and that the underwriters, therefore, have a good reason for their higher rates of insurance on this route. But that does not keep even some of the larger Atlantic liners from making regular sailings to Montreal; and the statistics show that the traffic of this port is increasing more rapidly than that of any other port on the Atlantic coast.

What types of vessels will be able to use the canal? This will, of course, depend on the size of the locks and on the depth of the channels. The plans call for locks of the same dimension as in the new Welland canal; that is, 800 feet long, 80 feet wide, and a depth of 25 feet. All lockports and other structure, however, will be constructed to permit a future increase in depth to 30 feet. The canal section will have a minimum of 220 feet width, and 25 feet depth, which in the future may be increased to 30 feet. In the open river and lakes, there will be a minimum width of 450 feet.

Average Depths of Steamers

Fig. 2 shows the world's steamer tonnage arranged according to the registered gross tonnage. From an analysis of the statistics, the following conclusions may be drawn

Of ocean going steamers of over 3000 tons dead weight about 53 per cent draw less than 23 feet and 94 per cent have a depth of less than 28 feet.

A depth in the canal of 25 feet will permit the passage of an ordinary steamer of about 6700 tons dead weight at 23 feet draft. An increase to 30 feet will make it possible for vessels of about 13,000 tons deadweight at 28 feet draft to navigate the canal.

Fig. 2 gives also the ocean going tonnage of the United States merchant steamers in 1921. From this it will be found that about 51 per cent of them have a draft of less than 23 feet and 95 per cent of them will draw less than 28 feet.

These figures clearly show that there is at present a very big tonnage which could use the canal. Some of these ships, like passenger vessels and tankers, which are specially constructed for certain trades, will, of course, not be suited for the Great Lakes; but most of the ordinary cargo steamers will be able to navigate them.

Ocean going vessels will not be able to compete successfully with the present lake freighters in transporting iron ore and coal, because their construction is not, without changes, suited for the methods of loading and unloading now used around the lakes. A large amount of grain and general cargo, however, may be carried by them to deep water ports.

Lake Vessels Will Benefit

The depth in the Great Lakes ports must, of course, be increased. This will permit many of the big lake freighters to load down deeper and thus considerably increase their carrying capacity. Incidentally, this will make the question of a legal loadline for the lakes rather pertinent. The shipowners who now contemplate building lake freighters do well if they take into consideration that the draft in the future surely will be increased. On a 600-foot lake freighter, an increase in draft of one foot may

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mean 860 tons more in carrying capacity. A deeper draft in the future can be provided for by a larger molded depth of the vessel and somewhat heavier scantlings.

As already mentioned, most of the present ocean going vessels will be able to carry freight on the lakes. There is also no doubt that new types will be constructed to go in combined lake-canal and coasting trades. Some of the smaller lake vessels may also be reconstructed for navigation on the ocean. The shipbuilders on the lakes will have an opportunity to compete in building many of the ordinary types of ocean going vessels. They have the advantage of being closer to the steel mills than most of the coast yards.

It is of interest to see how the proposed canal may change the trade routes. The route from Duluth to Liverpool via Buffalo and New York is now about 4600 nautical miles, of which 390 miles is by rail. Via the St. Lawrence, the distance will be 4400 miles. There is bound to be a certain amount of delay owing to the locks, but passage through all the 14 locks will probably not take more than eight hours. In the more narrow parts of the rivers and canals, the speed will have to be checked to 3 or 4 knots. As these only extend for about 70 miles, the loss of time on this account will, for a 10-knot vessel, only amount to about 16 hours. Some time may also be lost for the vessels in waiting for their turn at the locks and in calls at the ports on their way. If we allow 12 hours for this, the total delay caused by the canal will only amount to 1½ days.

In other words, the trip will last 1½ days longer than it would in open navigation. This delay is rather small compared with the time required for the whole voyage. An ordinary tramp steamer with 10-knot speed will probably need about 20 days to travel from Duluth to Liverpool. On a 20-day voyage, the loss of 1½ days would not be very serious for the shipowner and it would not endanger the economic operation of his vessel.

If grain is loaded on a vessel in Duluth it can be delivered at Liverpool in about 20 days. For comparison it may be of interest to know that a grain cargo from Australia will have to be carried 12,400 miles to reach the same market, and that it will take a 10-knot vessel about 52 days to make such a trip.

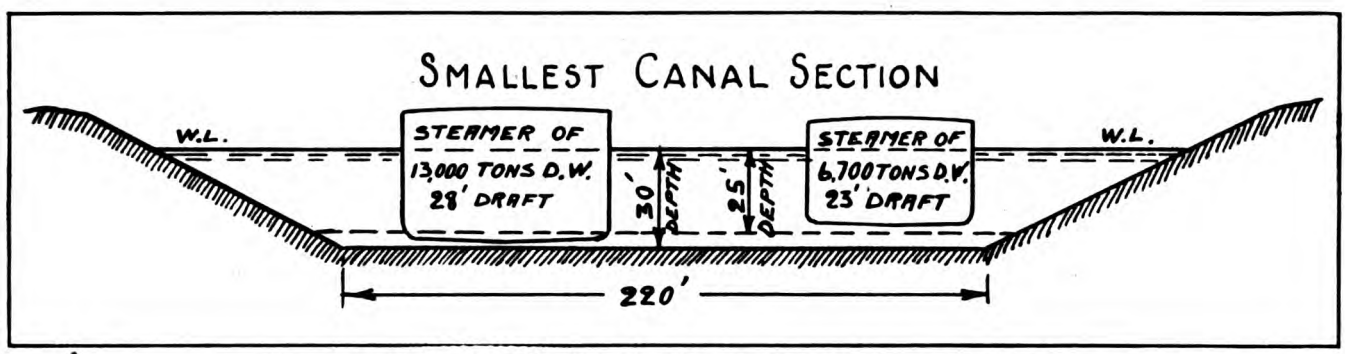

FIG. 3—TYPES OF VESSELS WHICH CAN USE 25-FOOT AND 30-FOOT CANAL

Develop Coastal Trade

The possibilities for a combined lake and coasting trade are not so evident. A glance at the map shows that the route via the St. Lawrence is a rather long, round-about way. From Duluth to New York by lake and rail the distance is only 1530 miles. By way of the St. Lawrence and Halifax the distance is about 3070 miles, and it will take a 10-knot vessel about 14 days to complete such a voyage.

It is doubtful whether the present combined lake and rail transport is quicker. In contrast to express freight, ordinary freight is probably not moved by the railroads at an average speed exceeding 3 or 4 miles an hour. The transportation over the 390 miles of railroad between Buffalo and New York will, therefore, be rather slow. Several days are also lost in loading and unloading at the railroad terminals, and this handling of the cargo adds greatly to the transportation cost. If we compare a long all-rail route, for instance, Chicago to New York, with the all-water route via the St. Lawrence, the advantage of the latter both in speed and cost of transportation will be even more outstanding, in spite of the fact that the water route will be some 1930 miles longer.

Whether the proposed canal will be a sound economic proposition or not will, of course, depend on the chances of getting a sufficient amount of cargo to transport through the canal. On this point there is quite a difference of opinion. Speculations as to the amount of cargo which eventually will be carried are rather futile. For example, nobody can estimate how much the trade will increase in the future when, by help of the cheaper transport, new trade opportunities may develop.

We have some statistics showing the volume of cargo now carried on the Great Lakes. The present yearly cargo movement is well over the 100-million-ton mark. Of the 12½ million tons of grain now moved, a big part will surely be transported direct to the coast and to foreign ports. Some of the lumber may also be shipped from the lakes. Many of the factories in the big industrial centers around the Great Lakes will be able to send their products by direct water transportation to the consumers on the coast and in foreign countries at a much lower cost than now, and this will naturally tend further to increase their market.

The Middle West will not be the only gainer by the proposed canal, because the whole country's economic development will be greatly stimulated thereby.

In the writer's opinion, there is not any doubt that the project is a practical one. There are no unsurmountable technical difficulties connected with it, and there are no real hindrances set up by nature for using this route for navigation. The cost of the canal will largely be borne by marketing the hydro electric power which, at the same time, will be developed. The problems confronting the engineers are probably of less magnitude than those which now rest on the men who are trying to engineer the project safely through its political phase. The interests opposed to the canal may be able to delay the question, but there is really no doubt that this important project will ultimately be carried through and will fulfill the expectations of its enthusiastic supporters.

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Contracts To Alter Ship for Cable Repairing

Todd Dry Docks, Inc., Seattle, has been awarded a six months job on the steel steamer DELLWOOD which is to be overhauled and converted into a cable repair vessel for the army signal corps. The DELLWOOD is to be operated as a cable repair vessel and the work of making the necessary changes will be somewhat unusual. The bids submitted were as follows: Todd Dry Docks, Inc., $206,426.25; Willamette Iron & Steel Works, Portland, $215,595; Commercial Boiler Works, Seattle, $246,022; Heffernan Drydock Co., Seattle, $283,485; and naval station, Puget sound, $398,660. The latter bid was submitted as an estimate. The DELLWOOD, upon entering the signal corps service, will replace the cable repair steamer BURNSIDE.

After being completely overhauled and repaired, the BURNSIDE is back in commission. The work was done by the Winslow Marine railway, operated by James Griffiths & Sons. The BURNSIDE is the largest vessel handled at this plant.

The British Columbia department of marine has called for bids for two wooden hulls, now partially completed at the Cholberg Shipyards, Victoria, as well as for materials and accessories on hand. This yard succeeded in completing only one of four proposed wooden barkentines, financial difficulties stopping the construction program with two hulls still on the ways and the fourth planned but not laid down.

Todd Dry Docks, Inc., during the last month have docked three liners of the Luckenbach Steamship Co., which recently announced that it will award a portion of the fleet's future voyage repairs to local plants. The Seattle yard has docked the JACOB LUCKENBACH, EASTERN MERCHANT and EDWARD LUCKENBACH while the FLORENCE LUCKENBACH will receive attention at Todd's in the near future. The EASTERN MERCHANT recently was purchased from the government and underwent extensive overhaul at the Todd plant before being commissioned in the intercoastal service.

Will Order Coastwise Passenger Liner

The Baltimore & Carolina Steamship Co., Baltimore, is about to close a contract for construction of a combination passenger and freight steamer to run between Baltimore and the ports of Charleston, S. C., and Miami, Fla. The steamer is to be 300 feet long, 45 feet beam and 22 feet molded depth. Accommodations for 100 first-class and 40 second-class passengers will be provided.

Reorganize Big Southern Shipbuilding Company

Jahncke Dry Docks, Inc., has taken over the drydocks and marine repair shops formerly operated by the Jahncke Drydock & Shipbuilding Corp., issued $1,500,000 of bonds and paid the government what was due on the property. The board of directors of the new company has been announced. Ernest Lee Jahncke is president and a member of the board. The other directors are Lester F. Alexander, river and harbor contractor; James P. Butler Jr., president of the Canal-Commercial Bank & Trust Co.; R. H. Downman, lumberman; R. S. Hecht, president of the Hibernia Bank & Trust Co.; Neal M. Leach, first vice president of the J. H. W. Steel Co.; J. B. Simmons, president Woodward, Wight & Co., the largest ship chandlery and marine supply house in the South; W. P. Simpson, president of the C. T. Patterson Co., and Paul F. and Walter F. Jahncke.

The capitalization of the corporation is as follows: First mortgage 7 per cent bonds $1,500,000; 7 per cent preferred stock, $1,250,000; common stock, $1,250,000. The surplus is $160,667. The earnings of the old corporation were $587,739 in 1920 and $425,317 in 1921. After charging off depreciation, the average net earnings for the two years was $369,509.

Agree on Using Taxes in Shipbuilding

SHIPBUILDING in American yards and the number of American vessels engaged in foreign trade may be increased as a result of an agreement between representatives of the United States shipping board and the treasury department as to the application of Section 23 to the merchant marine act of 1920. This section provides for the waiver by the American government of certain taxes on profits and earnings of shipowners when new tonnage is built in American yards for operation under the American flag.

Complete agreement has been reached, the shipping board announced recently, following conferences of its representative, George E. Chamberlain, one of its commissioners, and S. P. Gilbert Jr., undersecretary of the treasury. The agreement protects the owners seeking benefits under the act, the statement says, from the conflicting interpretations formerly observed by the two government branches.

Provision is made in Section 23 that the owner of any American vessel operated in foreign trade, in accounting to the treasury department for the war profits and excess profits taxes imposed, by the revenue act of 1918, shall be entitled to an exemption from such taxes, provided he puts the amount thus waived by the government into the construction of a new vessel in an American shipyard, the cost of which must be three times the amount of the taxes, the remaining two-thirds being furnished by him from his own capital. The owner must have in fact invested the amount in the actual construction of a vessel during the taxable year; or, if it is his definite intention to construct a new vessel, but it has not been practicable to do so, he is permitted to set aside the amount in a trust fund to be applied to such construction, within a reasonable time. The new vessel must be of a type and kind approved by the shipping board, this discretion being an important element of the act. The section does not grant this aid for the unlimited construction of vessels of any and every type, according to the personal views of the individual owner; it has in view the development of the American merchant marine as a whole, and the encouragement of the construction of vessels of that type and kind which will produce a well-balanced fleet.

A second provision, however, applies not to net earnings but to proceeds of sale. Under this clause, it is provided that any citizen who sells an American vessel which was built prior to January 1, 1914, shall be exempt from all income taxes that would be payable upon any of the proceeds of such sale under the revenue act of 1918, provided such proceeds are invested in new ship construction or set aside in a trust fund for that purpose in a manner similar to the provisions applicable to the tax on net earnings, as stated.

It will be observed the shipping board points out, that in one case it is the amount of the waived tax which must be invested in new construction, not the amount of the net earnings. On the other hand, as applied to pro-

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ceeds of sale, it is the entire amount of the proceeds which must be invested in new construction, and not merely the amount of the tax which would otherwise be assessed on it. In the case of the application of proceeds of sale, the owner is required only to invest the total amount of the proceeds of sale; he is not required to contribute anything to the cost from other sources.

Must Fly American Flag

It is required not only that such vessels shall be built in shipyards of the United States, but also that they shall be documented under American laws and retained as a part of the merchant fleet. Subsequent transfer of such vessel to a foreign flag requires the owner return to the government an equitable part of the amount which had been waived and the rules and regulations provides that in such a case, though the circumstances are such as to justify the board otherwise approving such transfer, it reserves the right to require the owner to pay an amount equivalent to an equitable part of the tax originally waived, which the board may designate. This amount may vary, according to the years of service the vessel has rendered the American merchant marine, before its transfer is asked.

The provision that the net earnings in relation to which the tax is waived must be net earnings from a vessel "operated in foreign trade" does not mean the vessel must have been exclusively operated in that trade, the board holds. The construction applied by the board and the treasury in these rules is that the vessel may have engaged during the year both in coastwise and in foreign trade, but that the provisions of the act apply only to that part of its earnings which accrue from the transportation of goods in foreign commerce, which is an encouragement for owners to use their vessels in foreign trade.

The provisions of the section are to be applied under the terms of the act for 10 taxable years from the date of its enactment, June 5, 1920. Earnings which accrued during the 12 months previous to June 30, 1920, if otherwise meeting the requirements, are entitled to its benefits. This brings within the operation of the act the period between June, 1919, and June, 1920, which was a very lucrative period for shipping, with the result that some owners have funds with reference to which they are claiming exemptions aggregating as much as $3,000,000.

The board has had inquiries from 25 to 30 owners indicating that they will claim these benefits. Others are expected as the treasury and the shipping board have agreed that any owner who may yet make application for exemption, although the applications may relate to taxes which accrued against them in previous taxable years, may be entitled to have their applications considered.

The board points out that although congress intended the policy to continue for 10 taxable years "beginning with the first taxable year ending after the enactment of this act," the policy cannot be applied continuously through the period mentioned unless new legislation makes it applicable to taxes imposed by the revenue acts subsequent to that of 1918, for the terms of the section expressly limit it to taxes imposed by the revenue act of 1918. Although these taxes in substance are re-enacted and re-imposed by the revenue act of 1920, the treasury applies the technical construction that the "act of 1920," is not the "act of 1918", and does not come within the terms of the section, and therefore the taxes imposed by the act are not waived. The shipping board has secured the introduction of a bill in congress which, if it becomes law, will correct this defect, and all income and profit taxes on such net earnings or proceeds of sale will be subject to the provisions of the act.

The public policy on which Section 23 of the merchant marine act, 1920, is based, has become more important since the adoption of a "naval holiday" by the United States, as a result of the limitation of armaments conference the board says. The new international policy which has been adopted means the loss of American shipyards of many government contracts through the next 10 years, for the construction of naval vessels which would otherwise have been built. It is imperative that everything possible be done to maintain American shipyards through that period, and to encourage and develop workmen skilled in the construction of vessels, the statement concludes.

Launch Big Japanese Fuel Supply Ship

The KAMOI, launched June 8 at the yards of the New York Shipbuilding Corp., Camden, N. J., is a twin-screw fuel supply ship ordered by the imperial Japanese navy. On a length of about 500 feet and a designed draft of 28 feet, the vessel has a displacement of 20,000 tons and a deadweight carrying capacity of about 13,000 tons. She is designed to carry 10,000 tons of cargo oil, provision also being made for alternately carrying about 2000 tons of cargo coal.

The vessel is electrically propelled and is expected to achieve a speed of 15 knots with 8000 shaft horsepower. The boilers are of special design and are coal firing, provision being made, however, for auxiliary oil firing.

The KAMOI will be the first electrically propelled ship of the Japanese navy.

At the launching, Capt. K. Goto, chief Japanese naval inspector in this country said:

"About 25 years ago, the Japanese cruisers KASAGI and CHITOSE were built in this country, and today we are pleased to celebrate the launching of the Japanese naval ship KAMOI. During this quarter of a decade, we have sometimes had a few warships constructed in England but it seems that the opportunity did not occur to have them built here. However, in recent years, the progress of shipbuilding and engineering in this country has made such great strides, and electric propulsion has had such a successful outcome we have turned our eyes from England to America."

Must Wait Subsidy Action

Plans for the organization of a $30,000,000 corporation to operate shipping board vessels between Pacific coast ports and all the countries of the world, must await enactment of legislation looking to the granting of a subsidy to the American merchant marine, according to Herbert Fleishhacker, president of the American and London Paris National Bank, San Francisco, and prime mover in the original plan for the formation of the big corporation.

The Noank, Conn., plant of the Groton Iron Works was sold recently at auction to Miss Jennie R. Morse, a sister of Charles W. Morse. Her bid was $2500 for the equity and she assumes obligations which make the total price $43,841.20. The property was appraised at $61,000. The purchaser held a mortgage which with interest amounted to about $108,000.

A contract has been closed by the Hooven, Owens, Rentschler Co., Hamilton, O., for furnishing two 4-cylinder triple expansion 2700-horsepower engines for the new combination passenger and freight steamers being built by the Federal Shipbuilding Co., Kearny, N. J., for the Merchant & Miners Transportation Co.

Richard Wetherell has been appointed temporary receiver for the Baldt Anchor & Chain Co., Chester, Pa., on an equity bill filed by stockholders and creditors.

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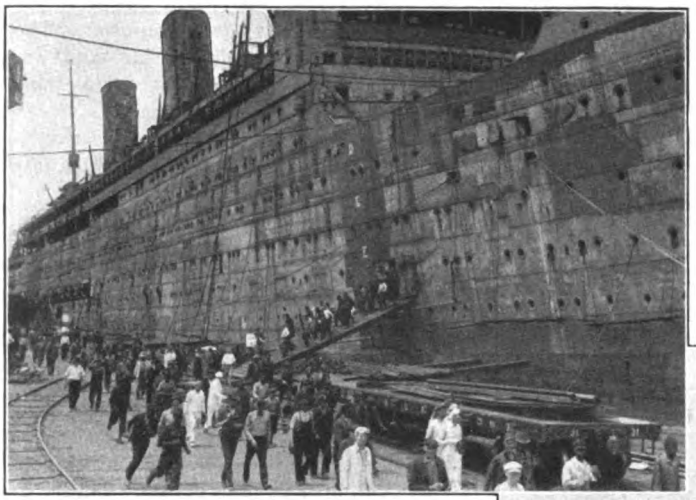
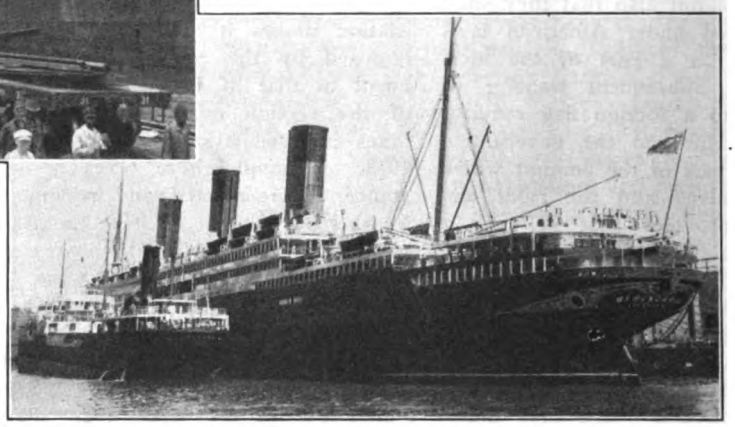
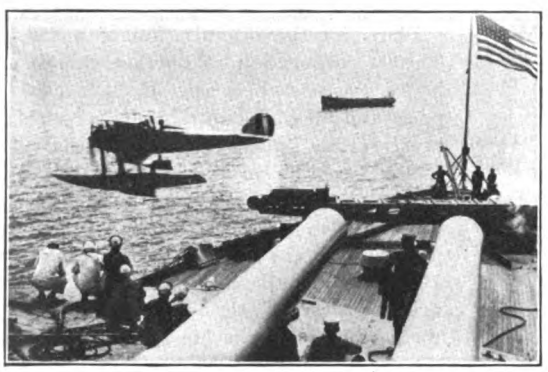
Photographs from Far and Near



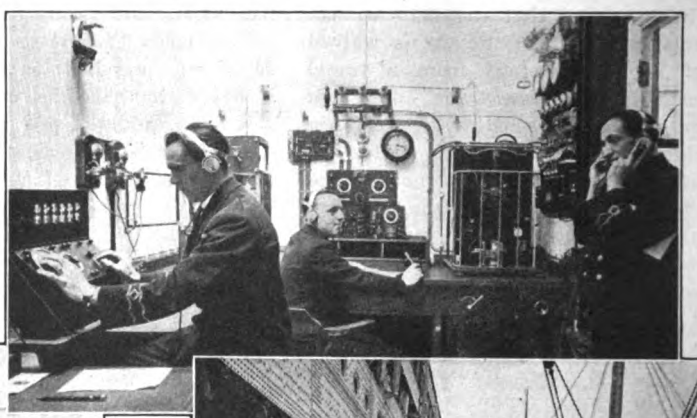
The Leviathan, queen of American ships, whose record in the world war as a troop ship was an enviable one, is undergoing repairs at the plant of the Newport News Shipbuilding & Drydock Co. She will be ready for service next spring. The Leviathan will be one of the finest liners afloat

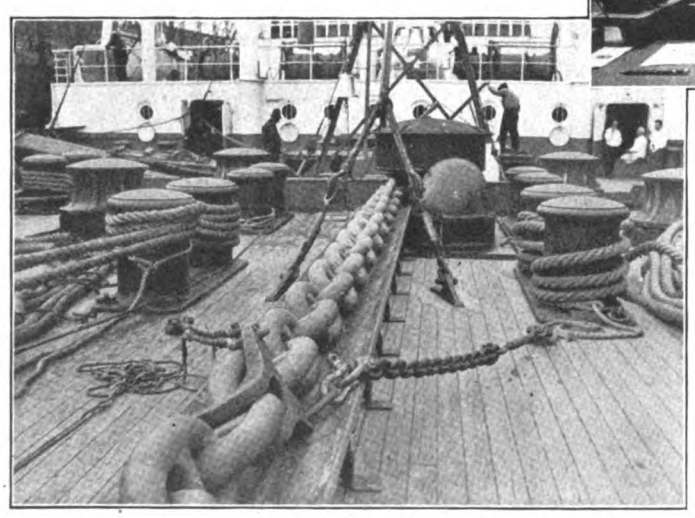


For the first time in the history of naval aviation, a seaplane was launched from a catapult on the deck of a battleship recently. The feat, here illustrated on the U. S. S. Maryland, was performed successfully in the presence of officials of the navy, and cadets of the academy at Annapolis



Instead of coal, the Berengaria of the Cunard line now takes on oil, the fuel ship being shown lying alongside the liner at the New York dock. The Berengaria's fuel oil capacity is 42,000 barrels. On the way over from England, she uses 32,000 barrels





Each link, 12 x 21 inches, weighs 400 pounds. It is the largest anchor chain in the world, on the largest ship afloat, the Majestic. The smokestack of the tanker fueling the Majestic does not reach to the lower promenade deck. The radio room on the Majestic also is shown

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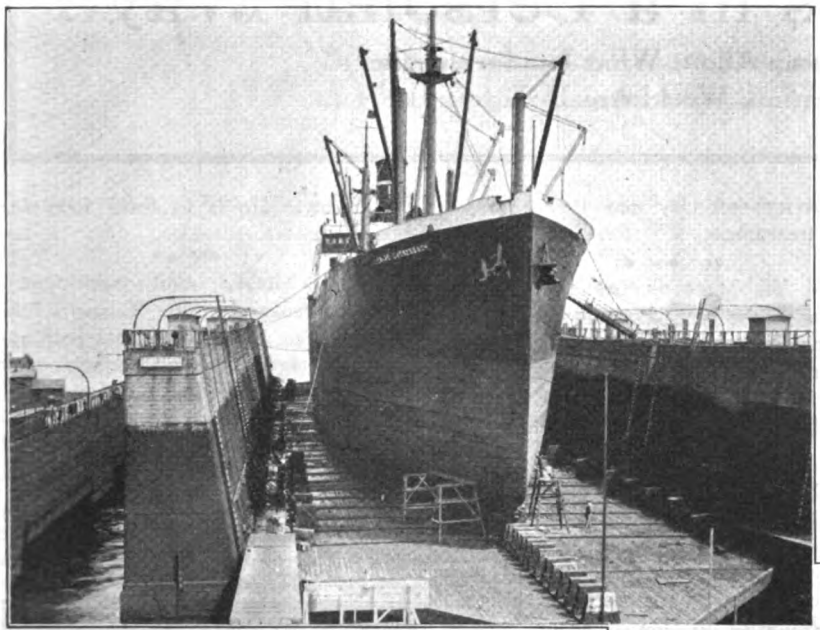
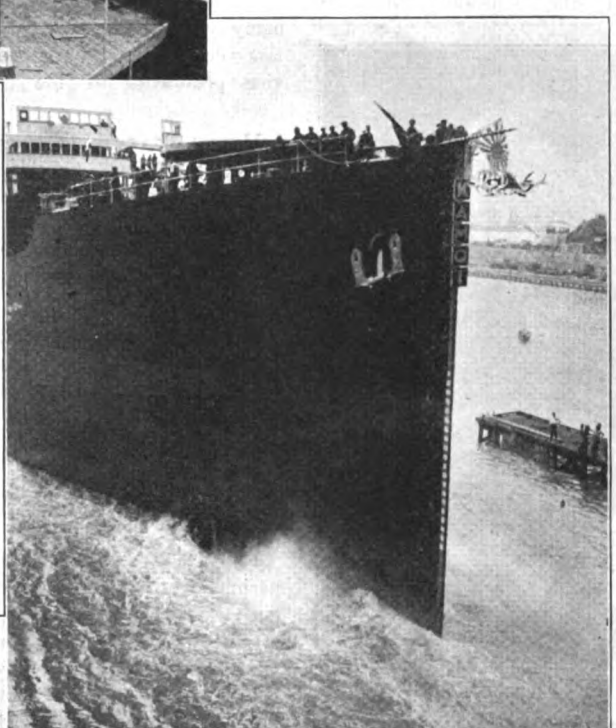
Latest Marine News in Pictures



Enlarged 15,000-ton drydock of the Todd Dry Docks, Inc., Seattle, with the steamer, Edward Luckenbach, lifted out

Two of Alaska's "crops"—salmon leaping rapids at Ketchikan, (catch-em-if-you-can) and seals on Pribilof islands

Kamoi, first electrically propelled ship of the Japanese navy, launched June 8 by the New York Shipbuilding Corp. She is a fuel supply ship, designed to carry 10,000 tons of cargo oil, or alternately 2000 tons of cargo coal



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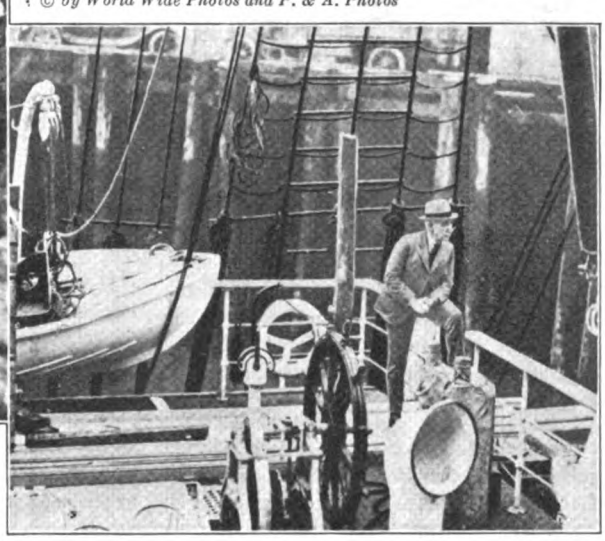
Saint Patrice, Swansea to Tyne, cargo of fuel, wrecked on Lizard Old Head



Captain Roald Amundsen, aboard the schooner **Maude, off for seven years in the frozen North**

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

JOSEPH W. POWELLS, who recently resigned as president of the United States Shipping Board Emergency Fleet Corp., has been elected a member of governors of the Maritime association of the Boston Chamber of commerce. Mr. Powell is one of the leading authorities in this country on shipbuilding and ship engineering.

* * *

CHARLES M. SCHWAB, chairman of the Bethlehem Steel Corp., has been elected chairman of the Chicago Pneumatic Tool Co., succeeding JOHN R. MCGINLEY, retired.

W. C. NICKUM
Naval Architect Promoted to Vice Presidency of the Todd Drydock & Construction Corp., Tacoma, Wash.

* * *

A. G. HENDERSON, formerly purser of the steamship MINNESOTA and recently stationed in Manila as agent for a shipping firm, has been appointed general agent at Chicago for the Pacific Steamship Co.

* * *

L. S. MCINTYRE, formerly traffic manager of the West Coast Lumbermen's association, has been appointed director of traffic of the Seattle Chamber of Commerce.

* * *

FRANK M. WARREN has been elected president of the Port of Portland; COL. GEORGE H. KELLY vice president; J. D. KENWORTHY secretary and PHIL METSCHAN treasurer.

* * *

LYNN W. MEEKINS has been made manager of the New England district of the bureau of foreign and domestic commerce, succeeding LEONARD B. GARY, who will open an office for the bureau at Philadelphia in the early fall.

* * *

J. G. BARRY, sales manager of the General Electric Co. since 1917 and manager of its railway department for many years, and A. H. JACKSON of the law department, were recently elected vice presidents of the company.

* * *

HENRY BLACKWOOD, special deputy collector of customs at Seattle and a recognized authority on customs regulations, has sailed for Shanghai where he will sit as a member of the commission of tariff revision in China.

* * *

JAMES P. MURPHY, sales representative of the material sales division of the Emergency Fleet corporation, has resigned to become sales representative of the Pottstown Sales Co., of Douglasville, Pa. He will make his headquarters at Pottstown, Pa.

* * *

F. H. KNICKERBOCKER, for six years superintendent of the Oregon Short Line, with headquarters at Pocatella, Ida., has assumed the duties of his new office at Seattle as general manager of the Alaska Steamship Co., the Kennecott Copper Corp. and the Copper River & Northwestern railroad.

* * *

FRANK WATERHOUSE, president of the Seattle Chamber of Commerce, has been appointed a member of an advisory committee which will give counsel and advice to the Far Eastern division of the bureau of foreign and domestic commerce. The selection was made by SECRETARY HOOVER.

* * *

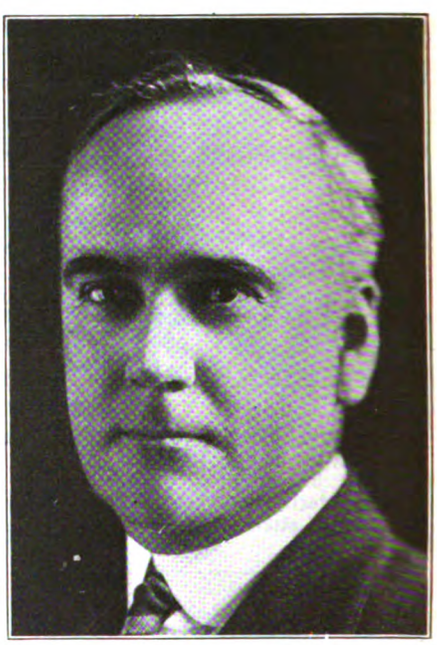
H. F. ALEXANDER, president of the Pacific Steamship Co., has assumed active management of the company's various services and R. STANLEY DOLLAR, vice president, is to assist him. A. F. HAINES, vice president and general manager, has been relieved of coastwise and intercoastal services and will devote his time to transpacific and foreign activities of the company. He is to leave soon for the Orient.

* * *

ALLYN F. GIBSON, until recently general sales manager of the Kanawha-Elkhorn Collieries, Inc., Buffalo, has been appointed manager of the Norfolk office established by the Steamship Fuel Corp., 35 Rector street, New York. Mr. Gibson formerly was export manager of the Federal Coal Co., Chattanooga, Tenn.

* * *

A. H. FERBERT, continuously in the traffic department of the Pittsburgh Steamship Co., Cleveland, with which he became associated in 1904, effective July 1 was appointed traffic manager with headquarters in Cleveland. He succeeds EDWARD C. COLLINS who resigned to become assistant to HORACE S. WILKINSON, chairman of the Crucible Steel Co. of America. H. C. STROM, who has been at Duluth, has been made western manager with headquarters there; D. C. POTTS has been transferred from Duluth to Cleveland and R. J. PEACHMAN has been sent to Duluth from Cleveland. F. I. BAKER, who has been with the company since 1901, has been made first assistant under Mr. Ferbert.



JOHN GARDNER
Engineer of Todd Drydock & Construction Corp., Tacoma, Wash., Who Has Been Made Vice President

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Aurora	June 11	Ashore	Little Gulf Isls.	Not stated
A. M. Byers	June 22	Collision	Soo River	Plates dented
Ada A. McIntyre	June 12	Collision	St. John, NB	Undamaged
A. M. Byers	June 25	Collision	Upper St. Marys river	To stern & hawse pipe
John D. Archbold	June 29	Aground	Robbins Reef	Not stated
Annie B. Mitchell	June 29	Collision	City Island	Not stated
Aster	June 24	Aground	Gloucester	Not stated
Aledo	June 21	Engine trouble	Norfolk	Not stated
Advance	July 3	Ashore	Gonaives	Not stated
Andree	June 25	Collision	Fort Mifflin Bar	Not stated
Amelia	July 6	Grounded	Philadelphia	Damaged rudder
Airdale	July 4	Collision	Near Quebec	Bows stove in
Arctic	July 6	Collision	Saunders Reef	Disabled
Breedijk	June 13	Fire	At sea	Slight
Baucis	June 13	Grounded	Bayonne	Jettis. cargo
Ball Brothers	June 23	Disabled	Duluth	Eng. trouble
Bathgate	June 29	Aground	New London	Leaking
Bender Brothers	June 2	Wrecked	Okhotsk Sea	Not stated
Bella	June 21	Leaking	San Salvador	Sank
Bismarck	June 20	Collision	Brooklyn	Not stated
Brooklyn	June 20	Collision	Brooklyn	Not stated
British Star	June 14	Collision	Port Arthur	Not stated
Crete	June 22	Collision	Soo River	Plate broke
City of Para	June 7	Carried away anchor	San Francisco	Not stated
Caoba	June 24	Disabled	Near Cape Blanco	Eng. trouble
Cabo Mondego	June 15	Foundered	At sea	Not stated
Cape Henry	July 1	Disabled	At sea	Leaking
City of Oran	June 28	Caught fire	At pier	Not stated
Canadian Commander	July 4	Ashore	Plate Point	Leaking
Clara A. Donnell	July 3	Ashore	Davis Shoal	Total loss
Desire	June 25	Collision	Cape Cod	Not stated
De Soto	June 30	Valve blew up	Patuxent River	Not stated
Dicto	June 20	Collision	Philadelphia	Port side damaged
Danier	June 30	Collision	New Orleans	Rudder and stern
D. M. Philbin	July 6	Collision	Detroit	Damaged plates
Eastern Dawn	June 10	Disabled	At sea	Boil. trouble
Edward R. West	June 12	Ashore	Lat 18S Lon 148W	Total loss
Elva Blanche	June 21	Struck Cape Pine	Newfoundland	Went to pieces
Faraby	June 29	Eng. trouble	At sea	Not stated
Fairfield	June 29	Fire	Boston	Total loss
Fairlie	June 16	Aground	Caibarien	Not stated
Franziska	June 20	Ashore	At sea	Not stated
Frank G. Drum	June 19	Collision	At sea	Undamaged
George E. Klinck	June 11	Collision	Staten Island	Slight
Gertrude Parsons	June 29	Collision	City Island	Lost jib-boom
Glendarnel	June 16	Collision	Kearny, N. J.	Holes in bow
Gulfqueen	June 26	Collision	Staten Island	Not stated
Gordon E. Moulton	June 17	Disabled	Barbados	Leaking
Genesee	July 5	Leaking	Norfolk	Not stated
Henry Cort	June 16	Hit dock	Lorain	To plates
Humaconna	June 26	Repairs	Jacksonville	Not stated
H. F. Alexander	June 25	Collision	Fort Mifflin Bar	Not stated
Hillegom	July 6	Ran into pier	Not stated	Damaged pier
Henry Bessemer	July 6	Aground	Port Huron	Not stated
Iolcos	June 18	Aground	Ship Is. bar	Not stated
Juniata	June 14	Collision	Off Cape Henry	Starboard dented
J. A. Farrell	June 25	Collision	Upper St. Marys river	Hole in side
John Francis Stuard	June 17	Aground	South Channel	Not stated
John C. Fitzpatrick	June 26	Badly listed	At sea	Not stated
Kaikyu Maru	July 1	Fire	Portland	Unknown
Kashu Maru	July 7	Struck wall	London	Bows damaged
Lena	June 12	Collision	St. John, NB	To rail and stanchions
Lake Fairlie	June 27	Grounded	Cay Francis	Lost some cargo
Lafayette	July 9	Hurricane	English Channel	Badly damaged
McCullough	July 10	Collision	Detour	Slightly damaged
Mary Brewer	June 4	Steerer dis., anch. & chain gone	Portland Harbor, Me.	Water in hold
Mina Brea	June 10	Lost anch. & chain	Staten Island	Not stated
Maia	June 17	Struck	Little Rapids	Leaking
Mond	June 16	Leaking	Boston	Not stated
Marne	June 18	Break in main boiler feed line	At sea	Not stated
Middlesex	July 7	Ashore	Portland	Not stated
Manning	Not stated	Collision	Near Boston	Not stated
Manda	July 6	Aground	Port Huron	Not stated
Nevis	June 12	Hawser broke	Erie Basin breakwater	Drifted, not stated
Nay Aug	June 21	Beached	At sea	Leaking
Nueces	June 20	Set afire	At sea	Not stated
Nordfarer	June 16	Collision	At sea	Not stated
Norden	July 1	Disabled	At sea	Valve trouble
Northern No. 12	June 19	Disabled	Off Lamberts Point	Leaking
Norburn	July 5	Struck ice	Strait Belle Isle	Bow damaged
Nasmyth	June 29	Aground	Marine City	Not stated
Orthia	July 4	Beached	Quebec	Total loss
O. M. Poe	July 6	Collision	Detroit	Slightly damaged
Providence	June 29	Struck ledge	Wetherell	Badly damaged
Puritan	June 25	Disabled	Sable Island	Not stated
Pinthis	June 17	Engine trouble	At sea	Not stated
President Roosevelt	June 19	Steering gear disabled	Off Sparrows Point	Not stated
Phyllis	June 22	Ashore	West Reef (Caicos)	Not stated
Perth Amboy	July 5	Struck by lightning	Atlantic City	Badly damaged
Pontiac	July 10	Collision	Detour	Slightly damaged
Reine Marie Stewart	June 11	Collision	Staten Island	Undamaged
Robert C. Pringle (tug)	June 19	Struck obstacle	Off Manitowoc	Sunk
Ruth Martin	June 13	Disabled	Vineyard Haven, Mass.	Lost sails & jibboom
Relief	June 14	Collision	Off Cape Henry	Slight
Robin Adair	June 20	Rammed pier	San Diego	Damaged pier
Sangstad	June 7	Fog, ashore	Seal Island	Leaking
Swiftlight	June 10	Disabled	Key West	Machy. dis.
Suruga	June 13	Disabled	Balboa, CZ	Machy. defective
Skipsea	June 14	Disabled	Plymouth	Machy. trouble
Sydic	July 1	Ashore	Shoalwater Point	Not stated
Strassa	June 24	Collision	Pier at Phila.	Not stated
Siam	June 22	Fire	Hull	Badly damaged
Steel Mariner	June 17	Fire	At sea	Not stated
Samaria	June 22	Mach. trouble	Liverpool	Not stated
Stephen R. Jones	June 26	Collision	Staten Island	Leaking
Schoharie	June 26	Ashore	Terschelling	Not stated
Semper Fidelis	June 17	Aground	Near Bolivar Point	Not stated
Sarmatia	July 4	Collision	New York	Two plates damaged
Santa Cruz	July 2	Disabled	Seattle	Broken piston rod
Samuel Mitchell	June 24	Struck rocks	Detour	Badly damaged
Thomas Maytham	June 22	Hit rock	Toledo	To plate
Tenas	June 29	Aground	New London	Leaking
Thomas P. Beal	June 20	Collision	Philadelphia	Stern
Tiger	June 26	Engine trouble	Off Barnegat	Not stated
Triton	June 19	Disabled	Gravesend Bay	Leaking
Uncatena	June 17	Disabled	Off Vineyard Haven	Leaking
Venezuela	June 20	Disabled	Manitowoc	Not stated
W. A. Follette	June 29	Ashore	Branford	Not stated
Wash Gray	June 8	Heavy sea	Off Freeport	Foundered
Wakanna	June 29	Set afire	Boston	Total loss
West Caddoa	June 17	Collision	At sea	Damaged bow
Western World	June 27	Disabled	At sea	Steering gear
Whittier	July 29	Foundered	Saunders Reef	Total loss
Win-the-War	July 5	Ashore	Bow portage	Total loss
Wm. G. Warden	June 7	Ashore	Near New Orleans	Unknown
West Quechee	July 7	Mach. trouble	Boston	Boiler repairs
William Nottingham	July 6	Struck pier	Duluth	Slightly damaged
Ypres Maru	June 19	Collision	At sea	Stern

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	309	1,216,054	327	1,346,764
May	524	1,769,601	496	1,759,780
April	454	1,651,584	473	1,758,169
March	462	1,708,727	484	1,829,016
February	414	1,548,412	391	1,533,163
January	370	1,230,000	396	1,436,614
December, 1921.	398	1,372,663	436	1,604,960
November	423	1,543,430	415	1,506,071
October	413	1,662,564	428	1,644,729
September	385	1,304,544	417	1,556,645
August	478	1,583,991	390	1,300,897
July	394	1,456,304	403	1,423,109
June	408	1,368,334	419	1,425,649

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	103	282,251	83	233,964
May	117	310,117	80	234,220
April	94	245,785	63	197,807
March	107	288,295	79	257,149
February	94	240,663	62	189,140
January	86	243,546	67	211,468
December, 1921..	89	256,660	90	285,894
November	89	249,873	87	252,606
October	86	239,103	67	204,652
September	60	143,434	66	195,558
August	84	208,961	61	144,029
July	75	178,925	61	148,674
June	71	176,968	74	214,524

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	21	61,513	73	193,599
April	18	59,180	83	232,485
March	29	77,775	79	235,809
February	24	66,156	72	192,640
January	22	78,412	53	152,957
December, 1921.	24	83,609	64	184,012
November	27	84,214	60	171,235
October	23	68,037	59	151,849
September	25	75,836	51	148,987
August	44	134,193	63	173,111
July	95	267,846	173	491,104
June	140	410,926	238	728,458
May	129	398,042	201	601,675

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	483	914,717	486	873,946
May	477	885,753	470	862,712
April	419	796,654	465	895,918
March	418	816,268	446	819,813
February	409	744,590	390	729,773
January	415	797,676	416	759,577
December, 1921	439	845,793	461	854,595
November	432	791,219	445	869,988
October	445	780,840	454	787,144
September	459	807,276	440	749,911
August	464	770,980	457	788,238
July	275	699,092	335	676,340
June	194	474,948	211	543,629

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	99	280,002	118	333,877
May	117	350,494	103	282,285
April	98	277,582	110	319,103
March	107	323,515	125	362,451
February	93	294,309	103	334,507
January	72	225,800	85	274,080
December, 1921.	95	281,373	102	312,528
November	78	243,934	80	253,943
October	73	249,481	78	252,098
September	85	259,788	81	260,789
August	90	251,499	87	239,482
July	116	349,379	123	365,666
June	118	359,201	133	413,410

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	139	384,290	137	354,702
May	138	357,583	150	361,835
April	129	328,172	154	365,057
March	198	508,760	202	515,606
February	159	478,849	147	417,425
January	174	479,514	177	509,508
December, 1921.	183	528,191	180	517,996
November	177	489,119	166	454,118
October	163	431,637	157	443,447
September	168	434,912	150	387,151
August	**202**	**519,467**	**192**	**517,253**
July	158	450,050	159	436,884
June	100	331,505	110	341,278

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	253	596,752	234	587,483
May	236	632,495	230	610,916
April	221	565,559	225	594,842
March	235	643,251	258	716,568
February	197	582,189	201	576,973
January	225	621,483	217	603,995
December, 1921.	208	576,354	271	788,172
November	209	533,483	219	600,086
October	177	431,976	176	425,186
September	191	510,646	226	628,057
August	210	478,941	194	482,451
July	157	371,379	176	410,749
June	172	440,527	195	479,495

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	137	169,015	94	161,888
May	133	251,304	104	192,231
April	71	138,683	103	270,499
March	85	241,289	56	135,671
February	76	218,853	58	153,350
January	70	185,175	42	108,423
December, 1921.	94	239,170	61	134,039
November	62	137,585	80	180,940
October	99	229,800	67	158,695
September	**88**	**197,208**	**69**	**144,268**
August	100	280,687	63	102,032
July	98	178,403	81	115,503
June	138	211,667	100	119,945

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	77	153,357	76	141,413
May	61	109,793	55	114,691
April	61	144,237	62	123,238
March	73	136,937	57	110,363
February	54	122,606	59	117,172
January	71	147,866	64	136,242
December, 1921	85	194,757	87	216,233
November	87	104,489	47	86,559
October	64	124,089	60	122,949
September	**55**	**95,343**	**46**	**89,460**
August	57	108,936	48	83,486
July	67	156,801	58	101,850
June	53	101,592	51	92,800

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	48	109,261	38	90,915
May	47	141,219	55	174,644
April	53	161,709	45	138,927
March	75	172,471	59	139,424
February	76	105,243	63	108,207
January	88	149,622	101	125,795
December, 1921.	94	161,393	81	137,450
November	66	42,054	90	69,275
October	68	124,682	76	123,276
September	54	128,611	45	119,275
August	**50**	**117,775**	**40**	**106,243**
July	45	144,913	34	101,581
June	27	100,411	31	100,580

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	60	73,308	58	73,842
May	89	107,629	82	101,318
April	77	81,917	81	86,471
March	97	78,984	92	76,531
February	84	67,080	78	68,137
January	77	69,850	77	72,321
December, 1921.	76	73,276	74	70,169
November	70	79,586	67	78,618
October	55	66,400	59	67,608
September	**62**	**77,229**	**70**	**101,948**
August	65	69,911	59	66,223
July	85	89,901	86	87,449
June	105	104,326	104	101,494

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922.....	11	16,601	15	21,765
May	16	21,380	10	22,477
April	14	51,228	18	62,091
March	23	81,938	20	77,044
February	23	73,634	24	75,625
January	21	64,885	21	67,309
December, 1921.	29	92,777	32	99,527
November	24	37,712	12	16,794
October	13	21,191	8	13,652
September	**10**	**15,345**	**12**	**26,224**
August	13	17,192	13	14,265
July	13	15,195	11	9,597
June	15	15,723	12	12,749

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
June, 1922.....	11	24,370	20	53,367
May	11	20,536	16	40,181
April	8	20,485	15	42,591
March	6	12,845	19	47,946
February	9	17,568	15	40,622
January	6	11,561	9	23,601
December, 1921.	4	8,876	14	43,281
November	10	19,543	16	44,187
October	6	10,417	13	37,447
September	3	5,152	19	56,024
August	17	33,428	24	55,108
July	10	17,469	16	33,712
June	11	16,603	13	35,247

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
June, 1922.....	61	193,016	61	200,957
May	60	196,575	59	200,787
April	64	190,675	63	210,853
March	66	155,728	56	166,298
February	45	134,229	48	138,482
January	53	141,172	65	182,442
December, 1921	74	220,988	85	255,851
November	77	221,217	70	199,885
October	72	219,001	77	227,982
September	75	214,391	99	295,869
August	104	290,372	126	371,472
July	75	204,159	92	270,335
June	80	220,872	109	320,655

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
June, 1922.....	104	300,517	110	319,637
May	85	226,853	88	230,176
April	89	245,702	90	244,402
March	99	264,306	105	283,361
February	85	232,786	82	220,175
January	85	230,682	90	244,363
December, 1921.	92	266,763	94	279,862
November	89	263,595	92	273,424
October	100	302,941	97	292,067
September	89	238,484	78	234,287
August	91	250,330	91	256,577
July	75	236,945	74	229,228
June	46	134,342	47	140,328

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Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922	38	48,938	36	74,798
May	44	45,108	42	134,046
April	42	61,751	47	98,825
March	48	45,312	40	105,309
February	28	27,173	30	86,028
January	32	53,779	31	92,096
December, 1921	22	42,359	21	27,001
November	23	30,705	27	46,519
October	17	36,682	16	32,223
September	24	74,633	28	26,929
August	24	15,558	21	58 492
July	28	39,566	28	54,057
June	27	33,405	19	33,187

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922	81	271,752	87	285,633
May	90	303,623	88	292,595
April	90	282,288	101	313,829
March	91	318,679	87	269,369
February	73	233,148	81	250,138
January	82	261,439	77	261,604
December, 1921	106	359,401	104	339,605
November	92	286,179	89	263,940
October	93	256,932	89	263,993
September	87	224,944	92	254,039
August	74	193,578	70	167,193
July	70	168,438	59	142,181
June	76	212,571	85	214,705

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1922	10	31,095	7	17,423
May	14	49,985	13	37,000
April	9	24,854	7	31,049
March	12	45,966	8	34,272
February	13	53,367	11	46,372
January	11	46,093	12	50,449
December, 1921	8	26,053	16	50,847
November	12	50,551	16	59,677
October	13	46,530	10	44,661
September	12	43,665	19	65,515
August	6	19,722	3	13,095
July	14	45,133	4	13,674
June	7	21,703	16	43,556

Lake Erie Receipts

Out of 6,629,711 tons of iron ore shipped from upper lake ports in June, Lake Erie ports received 4,465,341 tons, as shown by the figures compiled by MARINE REVIEW. The balance on dock July 1 was 6,753,991 against 8,417,725 tons on July 1, 1921. Detailed receipts are:

Port	Gross tons
Buffalo and Port Colborne	488,131
Erie	33,844
Conneaut	1,133,813
Ashtabula	834,452
Fairport	294,259
Cleveland	909,974
Lorain	345,225
Huron	138,456
Toledo	225,142
Detroit	62,045
Total	4,465,341

Soo Canal Report

The movement of freight through the Soo canal is gaining strength. In June, the total was 8,066,117 net tons, a decrease of only 13,359 net tons when compared with shipments for June of last year of 8,079,476 net tons. Last month's shipments are the lowest for a like period in the last seven years. The tonnage comparison figures for the past seven years follow:

	Net tons
June, 1922	8,066,117
June, 1921	8,079,476
June, 1920	10,647,819
June, 1919	11,219,416
June 1918	11,999,520
June, 1917	13,225,163
June, 1916	12,960,469

Of the total freight carried in June, 7,597,326 tons were handled through the United States canal while 468,791 tons passed through the Canadian canal. The following tabulation gives the figures in detail for 1922 and 1921:

EASTBOUND

	To July 1, 1922	To July 1, 1921
Lumber, M. ft. B. M.	61,642	55,073
Flour, barrels	2,130,790	2,099,110
Wheat, bushels	46,809,000	31,620,728
Grain, bushels	45,418,967	31,209,229
Copper, net tons	13,639	6,810
Iron ore, net tons	8,078,374	6,640,152
Pig iron, net tons	80	526
Stone, net tons	8,650	6,175
General merchandise, net tons	213,788	15,716
Passengers, number	4,613	5,129

WESTBOUND

Coal, soft, net tons	559,530	5,589,834
Coal, hard, net tons	7,100	571,543
Iron ore, net tons	11,424	.....
Manufactured iron and steel, net tons	21,204	7,928
Salt, net tons	21,061	20,054
Oil, net tons	78,466	163,953
Stone, net tons	105,144	133,853
General merchandise, net tons	177,126	150,153
Passengers, number	5,044	4,916

SUMMARY

Vessel passages, number	3,979	3,705
Registered tonnage, net	11,165,713	9,190,950
Freight—		
Eastbound, net tons	11,040,756	8,554,352
Westbound, net tons	981,055	6,637,318
Total freight, net tons	12,021,811	15,191,670

Lykes Bros., Inc., has separated its steamship and other affairs and will hereafter operate the steamship business as Lykes Bros. Steamship Co., Inc.

Record of Traffic Through Panama Canal

In May, American vessels made a splendid showing in handling cargo through the Panama canal. The following table shows that of 1,032,816 net tons of shipping using the canal, practically one-half was American. Of the 1,158,507 gross tons of cargo transported, 53 per cent was handled in American ships. In both the east and west bound trades, American ships showed a higher rate of revenue loading than the foreign vessels. The past year's record follows:

		Atlantic to Pacific traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	net tonnage	Tons of cargo
1922										
May	American	59	285,265	343,913	49	226,356	264,626	108	511,621	608,539
	Foreign	75	309,448	329,485	60	211,747	220,483	135	521,195	549,968
	Total	134	594,713	673,398	109	438,103	485,109	243	1,032,816	1,158,567
April	American	47	220,055	260,442	48	223,913	238,420	95	443,968	498,462
	Foreign	74	300,633	301,991	61	230,232	245,194	135	530,865	547,585
	Total	121	520,688	562,433	109	454,145	483,614	230	974,833	1,046,047
March	American	57	256,613	239,696	46	215,547	219,569	103	472,160	459,265
	Foreign	81	329,428	342,256	50	174,223	158,568	131	503,651	500,824
	Total	138	586,041	581,952	96	389,770	378,137	234	975,811	960,089
February	American	46	199,564	186,486	42	192,931	193,643	88	392,495	380,129
	Foreign	68	288,441	256,339	56	205,599	201,606	124	494,040	457,945
	Total	114	488,005	442,825	98	398,530	395,249	212	886,535	838,074
January	American	47	208,770	206,633	38	169,575	153,649	85	378,345	360,282
	Foreign	78	304,994	286,958	47	163,177	160,058	125	468,171	447,016
	Total	125	513,764	493,591	85	332,752	313,707	210	846,516	807,298
1921										
December	American	44	198,506	163,744	43	198,528	179,441	87	397,034	343,185
	Foreign	91	377,163	353,366	61	243,047	256,502	152	620,210	609,868
	Total	135	575,669	517,110	104	441,575	435,943	239	1,017,244	953,053
November	American	48	227,644	173,027	36	160,457	182,992	84	388,101	356,019
	Foreign	75	311,373	213,654	63	242,937	285,767	138	554,310	499,421
	Total	123	539,017	386,681	99	403,394	468,759	222	942,411	855,440
October	American	43	201,893	165,942	46	195,968	217,141	89	397,861	383,083
	Foreign	88	369,282	208,495	78	302,411	394,197	166	671,693	602,692
	Total	131	571,175	374,437	124	498,379	611,338	255	1,069,554	985,775
September	American	46	210,031	161,875	41	200,375	222,226	87	410,406	384,101
	Foreign	82	320,603	138,845	52	194,128	231,948	134	514,731	370,793
	Total	128	530,634	300,720	93	394,503	454,174	221	925,137	754,894
August	American	43	148,188	146,159	51	180,346	234,208	94	328,534	380,367
	Foreign	77	339,031	171,811	65	297,711	287,095	142	636,742	458,906
	Total	120	487,219	317,970	116	478,057	521,303	236	965,276	839,273
July	American	36	151,595	103,698	37	169,842	212,523	73	321,437	316,221
	Foreign	69	251,456	154,742	64	237,720	238,019	133	489,176	392,761
	Total	105	403,051	258,440	101	407,562	450,542	206	810,613	708,982
June	American	47	214,919	199,183	34	126,642	142,052	81	341,561	341,235
	Foreign	56	200,383	160,401	55	219,533	193,084	111	419,916	353,485
	Total	103	415,302	359,584	89	346,175	335,175	192	761,477	694,720
May	American	38	156,454	198,197	52	213,749	217,597	90	370,203	415,794
	Foreign	62	257,975	193,126	58	236,439	193,815	120	494,414	376,941
	Total	100	414,429	381,323	110	450,188	411,412	210	864,617	792,735

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Summer Slump Hits British Ships

Seasonal Sag in Business Held Second Quarter Trade at Low Level—Better Prospects for Rest of Year

BY CUTHBERT MAUGHAN
Shipping Editor, The Times, London

IN REVIEWING shipping conditions at the present time, it is important to remember that midsummer is normally the quietest period of the year in freight markets. In the years before the war, which now seems so long ago, a pause was customary. In those days, the seasons in each trade were very clearly defined. During the war and for some time afterward these clear distinctions became lost because it was not possible to provide tonnage for all the crops of the world when they were ready for shipment. Vast stocks accumulated which were only reduced gradually by shipments throughout the years. Slowly shipping conditions are reverting to conditions which may be described as normal, but the process is very gradual because, while supplies of foodstuffs are available and ample tonnage is offered to carry them, the purchasing power is lacking and there is still a breakdown of many of the ordinary commercial transactions by which these supplies of foodstuffs can be acquired by those who are in need of them.

Feel Summer Slump

This year the pause is quite noticeable. Shipowners and brokers are buoying themselves up with the hope that in the autumn a revival of the demand for tonnage will set in. Again, in the prewar years, the autumn revival, which began in August, was very marked. Since the war the effect of any such revival has been slight. Probably the effect of this revival has been obscured by the statistical position of shipping. There has been such an immense amount of tonnage laid up that any improvement in the demand for shipping has been immediately offset by the release of idle tonnage. With so much tonnage available, freights naturally have reflected, only to a comparatively small extent, any improvement in the demand. So it is certain that plenty of tonnage will be available, should the expected improvement in the demand set in at the end of the summer.

Shipbrokers, although well acquainted with the effects of the pause in the middle of the summer do not always appreciate the causes of it. North and South America bulk largely in the freight markets of the world and, except for Montreal, which is often busy shipping the grain while the St. Lawrence route is open to navigation, both North and South America make comparatively small demands on cargo steamship tonnage in midsummer. During the first few months of the year, shipments of wheat, oats, barley and linseed proceed more or less steadily from Argentina to Europe. By midsummer, the growers begin to think of their new crop and, until they know what the prospects are, they are disposed to retain control of the remainder of the old crop. If the prospects for the new crop are good, then the growers will be willing to part with the remainder of the old crop at lower prices than they might be disposed to ask if the outlook for the new crop were poor.

The demand for the Argentine maize crop, which is a later one, also falls off in the midsummer months because maize is a heating foodstuff, and so is less wanted in warm than in cold weather. By the end of the first six months of the year, much progress has been made with the shipment of the Australian wheat crop and, like the Argentine farmers, the growers in Australia are inclined to wait to see what the next harvest will bring forth.

In June, some little inquiry arose for tonnage to load in August and September the new grain crop on the Pacific coast of North America, but it is rather too early yet to expect a demand for tonnage to load the new grain crops at the Atlantic ports. It was the demand to bring grain from the Atlantic ports of the United States to Europe, coupled with a demand for ships to load cotton that was to a considerable extent, responsible for the normal autumn recovery in freights. Since the war the shipment of cotton has had comparatively little effect on the British freight markets. That, I suspect, is because it has been brought largely in American vessels and in the regular liners.

Normal midsummer quietness in the freight markets of the world should be taken into account since cargo steamship owners and shipbrokers are a little disposed to be unduly depressed by the present stagnation. The open freight market will not show much, if any, evidence now of the improvement in commerce which is so badly needed. But I think those who take broad views are not disheartened. They think that conditions last autumn were a little better than in the corresponding period of the previous year, and they believe that the situation at the end of this summer will again be a little better. The ships are available, the men want employment, wages to some extent are reduced, prices of coal and all ship's stores are decidedly lower, and port authorities, although only very cautiously, are disposed to lower their charges. All that is wanted is an improvement in the demand and that to a considerable extent is dependent on the restoration to ordinary healthy commercial life of great areas still bearing the marks of war.

The inquiry for shipping to load grain at the Atlantic ports of the United States has been quiet. Early in April, the exceptionally low rate of one shilling per quarter was accepted from Portland, to Liverpool for parcels by liners. Shipping managers declared, definitely, that, taking into account loading and discharging expenses, such a rate was quite unremunerative, and instructions were given to agents to accept only such parcels for stiffening purposes on such terms as were absolutely necessary. The rate has now risen to about two shillings per quarter from the United States and two shillings and six pence from Montreal. A fair trade has been done for St. Lawrence river loading.

Coal Trade Slackens

Outward coal freights from the United Kingdom have been somewhat disappointing. Port workers are now working longer hours but any great improvement in the demand is slow to materialize. Early in April, the outward freight to Argentina advanced to about 18 or 19 shillings per ton, owners having, in view of a complete lack of demand for tonnage to load grain homeward, to be tempted to send their vessels to the River Plate with coal. At the time of writing, rates for coal are again back to the level of about 14 shillings per ton. It was never expected in well informed quarters that the labor situation in the American coal mines would result in any large demand for British coal, unless the strike were to be prolonged. One or two cargoes are understood to have been dispatched to the United States and also to Canada, but, although various inquiries have been circulating from time to time, the actual business done has been quite

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infinitesimal. Perhaps, the situation in the United States has been reflected slightly in a little increased demand for British supplies at stations which would normally take American coal.

Just at present some employment for cargo steamers is to be found in the sugar trades from Cuba and Java to Europe. There has also been little animation in the nitrate market from Chile, but business in nitrate has centered mainly in "parcels" by the regular liners. Outward to India, competition from Continental ports between British and German companies has been very keen and low rates have been quoted. Homeward freight conditions have been very quiet. There has also been little doing from the Far East, although the bean crops are reported to be good and we are now approaching what should be the height of the shipping season.

On the whole, conditions for ordinary cargo tonnage during the second quarter of the year have hardly been as encouraging as in the first quarter. But it should be remembered that business has been interrupted by the Easter and Whitsuntide holidays and that, as already described, markets are now under the influence of the usual midsummer quietness.

Managers of cargo liners refuse to recognize much improvement in the volume of traffic. Steamers are still leaving port with much empty space, and proof of the quietness is provided by the large number of cargo liners which are now laid up in port. The passenger trade has been distinguished by reductions in the rates from the United Kingdom to South America and also in the north Atlantic route, which had the effect of placing the north Atlantic summer rates on a level only slightly above the winter rates, although, as a rule, the discrepancy is quite marked. The reductions in the South American rates are very striking. The first-class fare from the United Kingdom to South America by the largest liners of the Royal Mail Steam Packet Co. has been reduced to £75 ($335) for the voyage to Buenos Aires, as compared with £118 ($500) a few months ago, and by what are known as the "D" class liners to £60 ($267) as compared with £104 ($442). Corresponding reductions have been made to Rio de Janeiro and other Brazilian ports. The Nelson line, which carries one class of passengers, has also substantially reduced its rates for the voyage from the United Kingdom to Brazil and Argentina. The first-class single fare to Buenos Aires becomes £45 ($200) as compared with £84 ($350) at the end of last year. All these reductions took effect as from June 17.

Reference to this lowering of the rates was made by Sir Owen Philipps, the chairman of the Royal Mail Steam Packet Co., at the annual meeting on June 1. He then declared that he had for some time felt that, in order to assist in getting the wheels of trade moving again, it was imperative to encourage people to resume traveling between South Amrica and Europe, as in the days before the war. The company had been urging continental shipping lines to reduce their rates further, but as they were unable to see their way to make more than a comparatively trifling reduction, it was mutually arranged that the individual lines would adopt the tariff which each considered best suited to the existing circumstances.

British Shipping Index

PRICES OF REPRESENTATIVE SHIPPING SECURITIES IN SECOND QUARTER OF 1922

Securities	Highest £ s d	Lowest £ s d
Cunard £1 shares..	1 3 9 (April 19)	0 18 4½ (April 3)
Furness, Withy £1 shares	1 14 3 (April 26)	1 7 3 (April 3)
P. & O. deferred £100 stock	342 0 0 (April 21)	302 0 0 (April 3)
Royal Mail S. P. C. £100 stock	101 0 0 (April 25)	82 0 0 (April 7)

SHIP CONSTRUCTION IN UNITED KINGDOM, SECOND QUARTER, 1922

	Gross tons
Tonnage launched	148,511
Tonnage commenced	38,877
*Tonnage building June 30.....	1,919,504

*Nominal figure, includes 481,000 tons of construction suspended.

SHIP MANAGEMENT FACTS, SECOND QUARTER, 1922

	Highest £ s d	Lowest £ s d
Time Charter Rate: Ordinary British steamers per ton deadweight per month.....	0 4 6	0 4 3
Voyage Rates:		
Plate-United Kingdom grain, per ton....	1 13 9	1 5 0
Australia-United Kingdom grain, per ton.	2 8 9	2 0 0
Cuba-United Kingdom sugar, per ton.....	$6.00	$5.50
Chile-United Kingdom-Continent nitrate, per ton	1 7 9	0 18 6
Fuel		
Coals: Best Welsh mixture (⅔rds large, ⅓rd small), per ton.....	1 5 0	1 4 0
Oil: Per ton at Suez.....	3 17 6	3 17 6
Wages:		
A. B. Seamen, per month.....	10 10 0	10 0 0
Boatswains, per month.....	12 0 0	11 10 0
Firemen, per month.....	11 0 0	10 10 0
Assistant Stewards, per month.....	9 15 0	9 5 0

Try to Stimulate Travel

Sir Owen Philipps pointed out that passengers would, in future, be able to travel to and from South America "at a reasonable cost, although still considerably above the prewar figure, as the expenses of running steamers, including the cost of coal and wages, were still far higher than before the war". There can be no question that in order to encourage travel for business purposes and for pleasure, a reduction of rates was urgently needed. This year some of the companies are providing holiday cruises, and although the fares generally are less than those of a year ago, they are still substantially above the prewar level.

Questions respecting bills of lading have continued to receive attention from shipping managers. Reference has been made in previous articles to the Hague rules, which were agreed upon at an international conference held at The Hague at the end of last August and the beginning of September. They represented an attempt to dispose of the difficulties which had, from time to time, arisen between shipping managers and merchants respecting terms of shipment. The rules laid down the liabilities and immunities of carriers by sea on somewhat similar lines to the Harter act and they were approved by commercial interests of various nations.

When, however, the rules came to be discussed in detail last autumn and winter, strong opposition to them arose in certain quarters. It happened that last year, the imperial shipping committee had recommended legislation on the subject of bills of lading throughout the British empire, taking in particular, the Canadian water carriage of goods act as a model. This recommendation was supported by the imperial conference, which met in London last summer and was attended by the premiers of the British dominions. The British government was therefore committed to legislation on the subject. A few weeks ago, the British board of trade suggested that the shipping companies and those who had criticized the Hague rules might compose their difficulties and agree upon a code, and that, if this were done, the board of trade might be prepared to incorporate it in its bill. Such a settlement has happily been reached and a code setting out in detail the liabilities and immunities of shipowners has been agreed upon which is likely to receive the general support of all important mercantile bodies in the United Kingdom. Its provisions have just been approved by the council of the London chamber of commerce, whose recommendations undoubtedly carry weight with other commercial associations.

Another question which has been receiving attention is the anomalous position of state shipping, by which some vessels of this class seek to obtain the advantages of privately owned ships without incurring any of their legal liabilities. As long as ownership by gov-

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ernments was mainly restricted to warships, the question was of limited application, but since government vessels have been trading throughout the world the matter has become one of much importance.

The subject was discussed at the meeting of the Association of British chambers of commerce held in London in April, and a resolution was then adopted to the effect that the association viewed with apprehension the extension of the doctrine of the immunity of sovereign states in respect of maritime property, whether cargoes or vessels, to such property when employed for ordinary commercial purposes. The resolution sought to give expression to the desire, "now widely felt," for international discussion of this subject, with a view to obtaining agreement for the alteration of the law under which such immunity is claimed. The question is to be discussed at a meeting of international lawyers, under the auspices of the Comite Maritime International, to be held in London in October next. The Chamber of Shipping has pointed out that the problem affects British lawyers, shipowners, cargo owners and merchants generally, underwriters, bankers, dock and harbor authorities, and shipbuilders and repairers.

A highly important memorandum on the subject has been prepared by Justice Hill, a judge of the admiralty division, in which the opinion is expressed that if sovereign states engage in trade, owning trading ships of their own or using trading ships of private persons, they should submit to the ordinary jurisdiction of their own and foreign courts and permit those courts to exercise that jurisdiction by the ordinary methods of writ and arrest. That opinion certainly is widely endorsed by British commercial interests.

In accordance with resolutions of the international conference of shipowners held in London last autumn, international committees have been considering in detail some of the subjects then discussed, notably, the carriage of timber cargoes on deck, the subdivision of passenger ships, and wireless telegraphy at sea. These recommendations are likely to be submitted to the governments of the various countries, with a view to summoning an international convention. It is thought that the convention on the safety of life at sea, which was agreed upon before the war, but has not generally been signed by those nations who supported it, needs to be modified in the light of the experience gained in recent years.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

BRITISH interests are busily discussing the controversy in the United States over the sale of liquor on American passenger ships in the north Atlantic and other trades. Most of the comment is of course facetious but one British shipping journal, *The Shipping and Shipbuilding Record,* takes the matter seriously and says:

"The whole justification for the maintenance of a large American mercantile marine has been one of principle but the standpoint of the shipping board seems to be one of expediency. The logical conclusion would surely be to carry American principles into all the ports of the world and to give a practical illustration of the belief that prohibition is fully justified. Such an exhibition would cost a little money but surely in a matter of principle money should not count."

* * *

BRITISH shipowners are gratified over the substantial improvement in the export trade in coal. Foreign going shipments during May were 5,347,017 gross tons, compared with 2,361,163 gross tons in May 1920, May 1921 being omitted on account of the strike then in progress. The average monthly rate during 1913, which was the maximum year, was 6,400,000 tons. The export coal trade, is, therefore, 84 per cent of maximum. Since practically all of this business goes in British ships it means that a great number of ships are employed which last year were laid up. The great difficulty, from the shipowners' standpoint, is found in the exceedingly low rates which still prevail in making it almost impossible to obtain more than the most modest profit out of the business. Nevertheless, these figures clearly reflect the important part which the coal business plays in the economic life of the British merchant marine.

* * *

W J. LOVE, vice president in charge of traffic of the United States Shipping Board Emergency Fleet Corp., Washington, was guest of honor at an informal luncheon at the Carlton hotel, London, June 20, given by H. T. Morse, European manager of the shipping board organization. Discussing the subsidy problem Mr. Love said:

"Until a comparatively recent date, I had always been an opponent of subventions, believing that every industry should exist truly on its merits or die as a result of its weaknesses. I have changed, however. No one knows better than you gentlemen the labor and brains required for years, to say nothing of vast expenditures, for pioneering and establishing a trade. We are new at work of this sort. Our men must be trained both ashore and afloat. We must pay the penalty for the early days of inexperience, and, above all, we must have the available funds. If, therefore, we are to make use of the fleet in the possession of which we found ourselves shortly after the armistice, government aid is necessary, and this will take the form of the subsidy as recently proposed in a bill to congress.

"I am so intimately associated with the powers that be in Washington, that I can say in all sincerity and truthfulness, that while it is the intention of the present administration, and, I believe the will of the American people, to establish itself firmly on the high seas, it is not its intention, or never will be, to seek or demand more than we are entitled to."

* * *

THE Royal Mail Steam Packet Co. will pay a dividend of 6 per cent out of earnings in 1921. Elder Dempster & Co. will pay 8 per cent free of tax. The reports of these two companies reflect the strong position of a good many British liner organizations. The profits of Elder Dempster & Co. for 1921 were £564,602 ($2,500,000), compared with £671,491 for 1920.

* * *

RICHARDSONS, Westgarth & Co., Hartlepool, one of the largest marine engine builders in Great Britain, has just issued its report for the year 1921, showing a profit of £305,200 ($1,370,000). The profits in 1920 were £155,600. The excellent showing made in 1921, in spite of the depressed business conditions in the British shipbuilding industry which prevailed at that time, is extraordinary and reflects again the strong financial position of certain prominent British manufacturing organizations in the ship-

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building field. In fact, Richardsons, Westgarth & Co., have been able to pay a dividend on their common stock for the first time since 1907.

The report of John Brown & Co., shipbuilders, Glasgow, for the year ended March 31, 1922, shows profits of £210,407 ($950,000) compared with £331,921 for the year ended March 31, 1921. A dividend of 5 per cent was paid on last year's business. The value of work in progress declined from £908,735 on March 31, 1921 to £329,300 on the corresponding date this year.

American Subsidy Plans Disturb British

BRITISH views on American merchant marine plans are little understood in this country. The antagonism is apparent but the reasons are not. The subsidy plan of President Harding has aroused a quick and vigorous condemnation by the British, which shows that the plan, regardless of its effect on American marine industries, is regarded abroad as more likely to affect foreign interests than previous proposals.

Americans should know the British view point in order more competently to judge the value of the subsidy plan when measured by American standards. The following is reprinted from the *London Daily Telegraph*, and was written by Archibald Hurd, widely known for his shipping and naval articles:

There is no trade route better served than the north Atlantic, and that condition has had a decisive influence on the progress of the external trade of the United States, as well as of Canada. The many millions of people living in the vast regions bounded on the north by the Arctic ocean and on the south by the Gulf of Mexico have thus gained all the economic advantages which flow from ample shipping facilities for goods and passengers and they have always had the consolation of knowing that they have obtained those facilities under conditions of keen competition and, therefore, at the lowest rates.

A hundred years ago, the United States had a population of barely 10,000,000 persons; the standard of living was comparatively low, with the result that imports were negligible in amount; and the surplus of American products for sale to other nations was comparatively small. It is not surprising, therefore, that at that period not far short of 90 per cent of the imports and exports of the republic were carried in American ships, for the North Atlantic route was not of the importance it has since assumed.

What are the present conditions? The United States has a population exceeding 100,000,000, and to a great extent it has become industrialized, while the standard of living has been raised to a level undreamed of a century since. The result is that the inward and outward trade of the American people has grown rapidly. In the month of January last the water-borne foreign commerce of the United States was valued a $431,000,000, as compared with $127,000,000 for the whole of the year 1821. In the history of economic development nothing has occurred comparable to this great expansion of the external trade of the United States.

Influence of Cheap Shipping

That is one side of the picture. How, it may be asked, has this great volume of trade, which has been carried in the main across the Atlantic, been conducted? That inquiry opens up a subject of great interest at a moment when it is suggested that every country, if it is to prosper, must carry its own exports, if not its own imports, in its own ships—a condition which would produce a ridiculous state of chaos, and hamper the free movement of international trade.

From 1830 down to 1870, as American oversea trade grew, there was a continuous decline in the proportion of American exports and imports carried in American ships, and during this time the foundations were being laid of the great industries of the United States. In 1870 nearly two-thirds of American trade overseas was conducted in foreign bottoms. And then came the phenomenal growth of the United States. With an increased and more prosperous population, it required more goods, which other nations could supply, and in exchange had more exports to dispose of.

During this period of expansion the fullest advantage was taken of the international freight market, and American producers and consumers gained the benefit of the cheapest and most efficient shipping facilities without regard to the nationality of the ships. The proportion of American imports and exports carried in American vessels between 1870 and 1914 was as follows:

Year.	Per cent.	Year.	Per cent.
1870 ...	35.6	1910 ...	8.7
1880 ...	17.4	1913 ...	10.1
1890 ...	12.9	1914 ...	9.7
1900 ...	9.3		

Under the influence of the war, when a large proportion of tonnage of the world was pressed into the service of the Allies in European waters, the proportion of American foreign trade carried in American ships naturally increased, and producers and consumers in the United States found the freight charges rise. They lost the advantage of the international freight market to a considerable extent and it must have been poor consolation to them to know that 27.8 per cent—the figure for 1919—of the imports and exports were carried in ships flying the flag of the United States. The conditions were, of course, quite abnormal, as is shown by the fact that in January last 67 per cent of America's imports and 61 per cent of her exports were carried in foreign ships; but it is quite natural that a large proportion of those who suffered from the reaction of events in Europe failed to realize the influence of the war on economics generally, as well as upon shipping in particluar.

When the war came to an end the American government found itself in possession of a state-owned fleet. What should be done with it? This question received a variety of answers, but out of confusion there has now emerged a definite policy. It is intended to sell the ships to private owners; and in order to encourage bidders to come forward, a subsidy bill has been introduced into congress. It is now sufficient to point out that it is intended to create conditions in which the American shipping industry will prosper. It makes provision for differential railway rates, income-tax rebates on freights earned by American shipowners, the doubling of the tonnage dues on all ships, and the distribution of this revenue among American shipowners exclusively; while it is also proposed that half the immigrants into the United States shall be carried in American vessels.

The influence of the subsidy bill, some economic students claim, will be to deprive American producers and American consumers of the enormous advantages which they have hitherto gained from free access to the international freight market; and in return for this sacrifice they will have the doubtful satisfaction of knowing that by artifical methods and at their expenses an attempt is being made to build up the American mercantile mar-

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ine. The subsidy bill will certainly penalize foreign shipping generally, and inevitably revolutionize the North American trade, which is now supported by shipping under practically every European flag. The cost of living is thus reduced, and the cost of putting American goods in foreign markets is kept down.

It is under the favorable conditions which have hitherto existed that American export trade has steadily grown from year to year, while at the same time the American people have gained the freest access to the markets of the world for all they require. The man power of the United States has flowed into the most profitable channels. Intensive development internally has been rendered possible and under normal conditions employment has been found not only for the resident population, but for the stream of tens of thousands of emigrants which have flowed through the ports from month to month. If the American mercantile marine languished, and difficulty was found in obtaining seamen, the cause lay on the surface.

The subsidy bill is a matter which touches the pockets of the Americans, and it is, of course, for them to assess its influences on their fortunes. The measures should be tested by the effect which it will produce on the shipping services in the north Atlantic trade. If those services are rendered less efficient—that is, if fewer ships are available for carrying American imports and exports—or if they are conducted less economically the commerce between North America and Europe will suffer.

The problem is one of immense importance to the American people, because they have a great surplus of goods which they want to place in the European markets, and if access to those markets is rendered more difficult the subsidy bill, instead of facilitating American trade, will seriously handicap it. The problem is also of importance to Europe, because Europe requires American goods, and will pay for them if the price, consisting of the cost of production and sea transport, is not too high. The position, it will be seen, is a complicated one.

The army of unemployed in the United States is a very large one chiefly because the overseas demand for American goods has not kept pace with the supply. If the subsidy bill renders it still more difficult to sell American goods in Europe, as well as elsewhere, the return to normal conditions of employment will, in the United States, be jeopardized, and it will be small consolation if 5000 or 10,000 more men are employed at sea in American ships if these hundreds of thousands of men ashore are in consequence deprived of work owing to the falling off of the American export trade.

Japan Building Unrestricted Warships

UNRESTRICTED by the naval limitation treaty accepted at the Washington conference this year, Japan is proceeding with a naval construction program which calls for 140 units with an aggregate tonnage of more than 200,000. As against this and under the same privileges not restricted by the disarmament agreement, the United States is building 52 units of 116,000 tons; England is constructing eight of more than 11,000 tons; France 33 of 68,000 tons and Italy 24 of 42,000 tons.

These figures have been disclosed by the bureau of naval intelligence at Washington following a survey showing the construction programs of unrestricted types of war craft as of June 26 this year. Limitation of the auxiliaries of the type Japan is building on such a broad scale probably cannot be fixed until the next naval conference which, it generally was accepted last winter, would be called in eight years, or about 1929. If the principle of ratios of "existing strength," which prevailed at the last conference, is again adopted, the present outlook of that strength would give Japan an overwhelming percentage in ratio to that of other nations.

The United States is building 10 light cruisers, and on June 12 was retaining 12 light cruisers which are not to be scrapped. Japan is building 15 light cruisers, in addition to the 18 which she is retaining as of June 1. On this showing Japan will have 33 to 22 for the United States—a ratio of 3 to 2 in favor of Japan. If light cruisers were built on the basis of the 5=3 ratio the United States would be entitled to 55 light cruisers for the 33 which Japan will have when her building and projected light cruisers are commissioned.

Japan has building and projected for immediate laying down a total of 75 submarines, as against 36 building and about to be laid down for the United States. In commission and built, Japan already has 23 first-line and 10 second-line submarines, which will give Japan a total of 108 submarines. The United States, on the other hand, on June 1, possessed 57 first-line and 28 second-line submarines and 3 fleet submarines. When the 36 classified as building are completed and added to the present strength of 88, the American submarine strength will be 124 submarines. On the basis of a 5-3 ratio, the United States would be entitled to 180 submarines when Japan has her 108 in commission.

On the basis of present submarine strength of the American and Japanese navies, the United States will have to build a great many more submarines than it has so far proposed. The existing strength ratio is 8 to 3 and on that basis the United States would be entitled to 288 submarines, when the best the American navy can now see is 124. In other words, the United States would have to build 164 additional submarines in order to maintain the "existing" ratio of 8 to 3, or if the battleship ratio of 5 to 3 were applied as the determining factor for submarine strength, the United States would need to build 56 submarines in addition to the 88 built and 36 building.

The naval report showing the auxiliary building and projected programs of the five powers signing the limitations treaty gives the proposed work as follows:

Great Britain

First-line cruisers, none.
Destroyer leaders, one of 1750 tons.
First-line destroyers, three of 3725 tons.
First-line submarines, four of 5800 tons.
Fleet submarines, none.

United States

First-line light cruisers, 10 of 75,000 tons.
Destroyer leaders, none.
First-line destroyers, three of 3645 tons.
First-line submarines, 36 of 31,561 tons.
Fleet submarines, three of 6375 tons.

Japan

First-line light cruisers, 15 of 81,900 tons.
Destroyer leaders, none.
First-line destroyers, 50 of 58,500 tons.
First-line submarines, 23 of 30,394 tons and 52 of tonnage unknown to American naval intelligence officers.
Fleet submarines, none.

France

First-line light cruisers, three of 24,000 tons.
Destroyer leaders, six of 14,400 tons.
First-line destroyers, 12 of 16,800 tons.
First-line submarines, 12 of 13,200 tons.
Fleet submarines, none.

Italy

First-line light cruisers, two of 16,000 tons.
Destroyer leaders, six of 12,270 tons.
First-line destroyers, 12 of 11,680 tons.
First-line submarines, four of 2600 tons.
Fleet submarines, none.

These figures in comparison with other figures showing the ships retained on June 1, 1922, by each of the five powers, and excluding those to be scrapped under the naval treaty, have convinced naval officers that Japan is gaining an advantage over the United States with respect to light cruisers and submarines.

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to July 5, 1922, on Future Loadings

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel
Liverpool	2/0	$0.60	$0.25	$0.17	$0.40	$0.75	$7.00T
London	2/0	0.60	0.25	0.17	0.40	0.75	7.00T
Christiania	$0.23	0.40	....	0.25	0.45	0.90	7.00T
Copenhagen	0.23	0.40	....	0.25	0.45	0.90	7.00T
Hamburg	0.14	0.20	0.25	0.18	0.45	0.82½	7.50T
Bremen	0.14	0.20	0.25	0.18	0.45	0.82½	7.50T
Rotterdam	0.15	0.30	0.22½	0.20	0.40	0.75	4.50T
Antwerp	0.14	0.27½	0.22½	0.19	0.40	0.75	4.50T
Havre	0.18	0.40	0.42½	0.23	0.40	0.75	9.00T
Bordeaux	0.18	0.40	0.42½	0.23	0.40	0.75	9.00T
Barcelona	0.21	0.75	0.40	7.00T	—20.00T—		8.00T
Lisbon	0.21	0.75	0.75	6.00T	—20.00T—		8.00T
Marseilles	0.21	0.55	0.75	6.00T	—20.00T—		6.00T
Genoa	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T
Naples	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T
Constantinople	0.25	15.00T	0.75	0.25	—20.00T—		12.00T
Alexandria	0.25	15.00T	....	0.25	—20.00T—		12.00T
Algiers	0.25	0.75	....	0.35	—22.00T—		12.00T
Dakar	.....	14.50T	.....	15.00T	—20.00T—		10.00T
Capetown	10.50T	20.00T	.....	15.00T	—20.00T—		12.50T
Buenos Aires	.....	.....	.....	.....	—20.00T—†		6.00T †
Rio de Janeiro	.....	.....	.....	.....	—12.00T—†		7.00T †
Pernambuco	.....	.....	.....	.....	—14.00T—†		9.00T †
Havana	0.17½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*
Vera Cruz	.....	0.45	.....	0.20	0.45	0.90	0.35
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T
San Francisco	.....	0.45	.....	0.68	....	....	0.40
Sydney	.....	.....	.....	.....	20.00 to 25.00		11.50*
Calcutta	.....	16.00T	.....	.....	—16.00T—		10.00T

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.50
South California	7.50 to 8.00
Hawaiian Islands	11.00 to 12.00
New Zealand	13.00 to 14.00
Sydney	13.00 to 14.00
Melbourne-Adelaide	15.00 to 16.00
Oriental Ports	8.00 to 10.00
Peru-Chile	14.00 to 16.00
South Africa	21.00
Cuba	18.00
United Kingdom	90s
United Kingdom (ties)	70s
Baltimore-Boston range	14.00 to 15.00
Baltimore-Boston range (ties)	13.00 to 14.00
Buenos Aires	17.00
	Flour and Wheat
Oriental Ports	$ 4.00 to 5.00
U. K. and Continent	37/6 to 40s T
Scandinavia	40s to 42/6 T
Mediterranean	40s to 42/6 T
	Steel
Oriental ports	$ 5.00T
	Cotton
Oriental ports	$10.00T
	Apples
United Kingdom	$1.00 per box
	Copper
Oriental ports	$4.50 to 5.00

T—ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	20	0
Coal, South Wales to Near East	14	0
Coal, Newcastle to France	5	8
Coal, South Wales to Buenos Aires	13	6
Iron ore, Bilbao to Middlesbrough	6	6
General British market, six months time charters, per ton per month	4	6

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 8, 1921	$5.75 @ 6.25	$1.45	5.25 cents
Oct. 4.....	5.85 @ 6.15	1.45	5.25 cents
Jan. 9, 1922	5.50 @ 5.90	1.25	5.50 cents
April 6.....	5.30 @ 5.90	1.16½	4.75 cents
June 9.....	8.20	1.26½	4.75 cents
July 1.....	8.10	1.26½	4.75 cents

At Philadelphia

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 7, 1921	$4.90 @ 5.45	$1.47½	4.5 cents
Oct. 6.....	*6.10 @ 6.25	1.80	4.25 cents
Jan. 9, 1922	*5.10 @ 5.35	1.50	5.00 cents
April 10...	*5.90 @ 6.25	1.05	4.25 cents
June 9.....	*8.00 @ 8.50	1.12	4.25 cents
July 1.....	*8.00	1.15	4.25 cents

*Trimmed in

Other Ports

Boston coal, per ton,	$8.00
Boston, oil, per barrel	1.20
Seattle, coal, per ton.	7.50 to 8.50
Cardiff, coal, per ton.	21
London, coal, per ton.	28s
Antwerp, coal, per ton	28s

British Rates from Plate Collapse

From Our European Manager

London, July 11 (by cable)—The British shipping market has been featured by the collapse of ocean rates from the River Plate. Ships over 5000 tons have been taking tonnage at 20 shillings for prompt loading. A month ago the rate on grain from the Argentine was about 28s 6d. There has been some revival in inquiry for bottoms to move barley from San Francisco to United Kingdom ports, with 36s 3d the rate quoted. Rates on the route to India are higher. Reports from Cairo are that the 1922 cotton rates have been agreed upon. They are, Alexandria to United Kingdom, 25 shillings, and Alexandria to the United States, 35 shillings a ton. American and British ships are to participate in this business in the ratio previously agreed upon. Export demand for coal has been fairly satisfactory.

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Ship Wrecking—a New Industry

Demolishing Naval Vessels on Wholesale Scale is First Organized Effort in Scrapping Steel Ships

SCRAPPING battleships required more than a signed agreement between the envoys of the naval powers. The actual work of demolition requires organized skill.

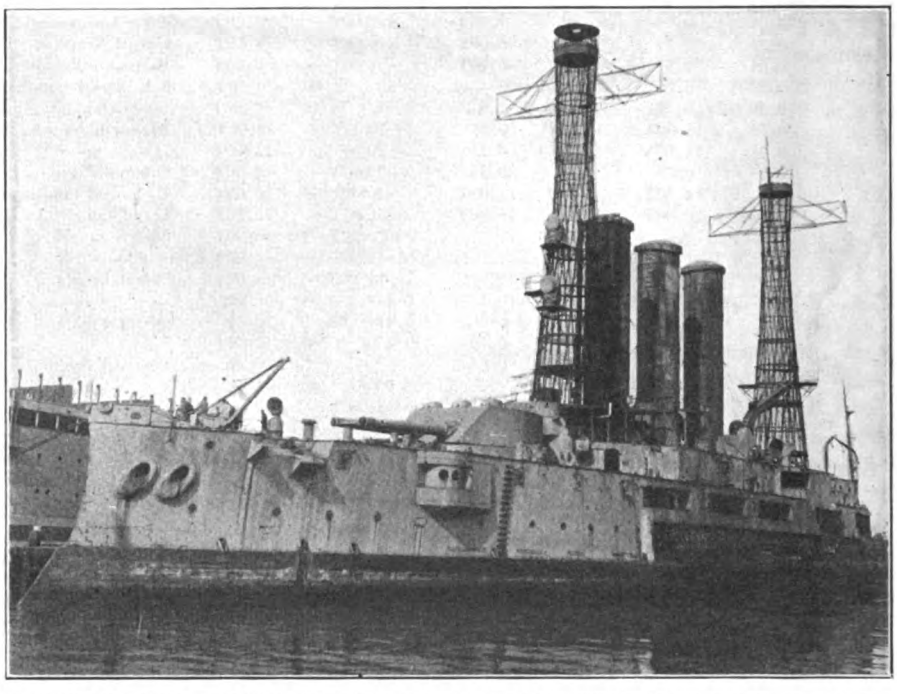
The art of ship wrecking has been largely ignored-due principally to the relative youth of the steel ship. While the age of a steel vessel has generally been set at 20 years, the figure is theoretical. Established shipowners rarely retain possession of a vessel after she has reached that age, but in tramp service or as a barge she may remain in service for many years over her supposed limit.

The great influx of new tonnage into world trade as a result of the war boom undoubtedly will hasten the destruction of a greater tonnage of commercial vessels in the next few years than in any other similar period. The limitation of armaments, as agreed upon at the Washington conference by the United States, the British Empire and Japan compels an immediate scrapping of large fleets of old naval vessels. This work is developing a knowledge of ship wrecking which should do much to establish that business.

As disclosed in a special article in MARINE REVIEW in February, 1922, Great Britain had previously made some progress in ship wrecking. Insurance companies were interested in this development as a means of recovering portions of their losses on ships wrecked. But even there, the organizations and facilities were rather meager and must be enlarged to meet the new need.

Among the firms in this country now actively at work demolishing the discarded American naval units is the Henry A. Hitner's Sons Co., Philadelphia. This company was the successful bidder for a large proportion of the 845,000 tons which the United States must scrap or convert from the vessels now a part of its naval list.

The Hitner company bought many vessels, ranging from the battleships MAINE, WISCONSIN and MISSOURI; the cruiser COLUMBIA, down through a list which includes the monitors MONTEREY, OZARK and TONOPAH, torpedo boat destroyers, coast torpedo boats, represented by the STEWART which was commissioned in 1902, Eagle boats that are just a number, and finally reaching the tiny submarine A-1 PLUNGER.



WRECKING THE BATTLESHIP MAINE. THE AMIDSHIP WATERLINE BELT OF 11-INCH HULL ARMOR HAS BEEN REMOVED

Under the terms of the sale these naval craft, if converted or recommissioned, may not pass from American registry or ownership. Their armament from 1-pound quick-firers to the large 12-inch rifled cannon on the battleships must be cut up into 5-foot lengths.

The 13,500-ton MAINE is a good example of the work involved. The steel hull weighs about 35 per cent of the 13,500 tons displacement; 26 per cent is armor plate, and the balance of about 5400 tons is propelling machinery, armament, ammunition, fuel and general equipment.

The armor plate is first taken off the inside shell in pieces weighing from 25 to 40 tons. These are swung to an upright position in the yard where they are cut with oxyacetylene torches into 2-foot x 6-foot lengths which may be readily charged into open-hearth furnaces. Since this plate is nickel steel, it is one of the most desirable by-products as this alloy is largely used by the automobile industry and for special uses when reforged.

The machinery which operated gun turrets and ammunition hoists is broken up into small pieces, which may readily be handled by a single workman, by the stone pile drivers with a striking impact of 100 tons. This small scrap is purchased principally by the gray iron foundries for remelting.

The most precious "junk" is the copper, gun metal, navy brass, manganese bronze, lead, zinc and navy compositions which are assorted into their different grades and melted up by the smelters into ingot form and sold.

Some of the former fighting craft will be converted. The destroyers TRUXTON, WORDEN and WHIPPLE, reengined with kerosene oil burners, are now carrying fruit out of Central America to the United States. Because of their speed with comparatively low powered equipment and their seaworthy qualities, complete refrigeration machinery has been found to be unnecessary. In addition they are proving economical, as they save lighterage cost due to their light draft and ability to go up shallow rivers on high tide and lay off plantation wharfs for loading.

Fifty destroyers have already been purchased by the Hitner firm. Those not converted are ripped apart. Destroyer armor is light, and is cut up by huge 10-ton crocodile shears. These pieces are remelted and rolled into merchantable forms. Among the naval craft taken over for dismantling are the battleships WISCONSIN, MISSOURI and MAINE.

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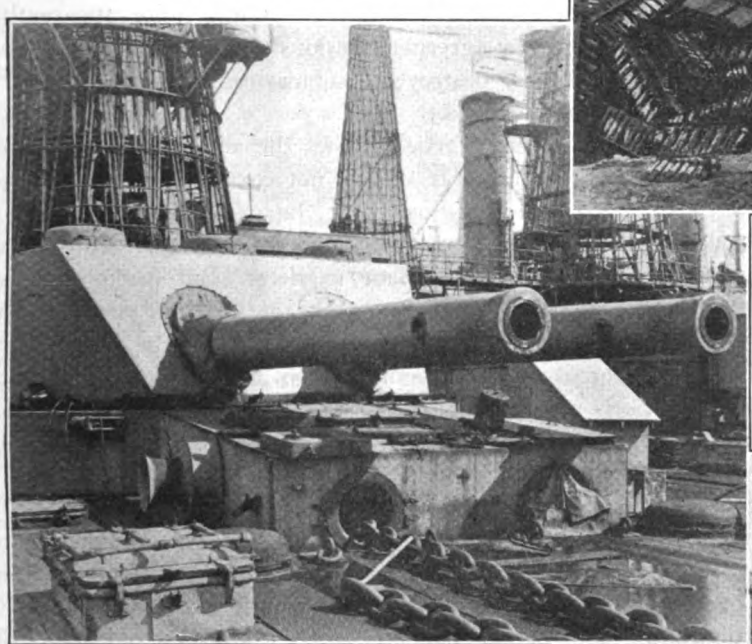
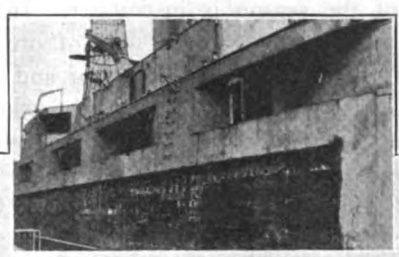
Two coast defense monitors being dismantled

Pile of boiler tubes removed from wrecked American battleships

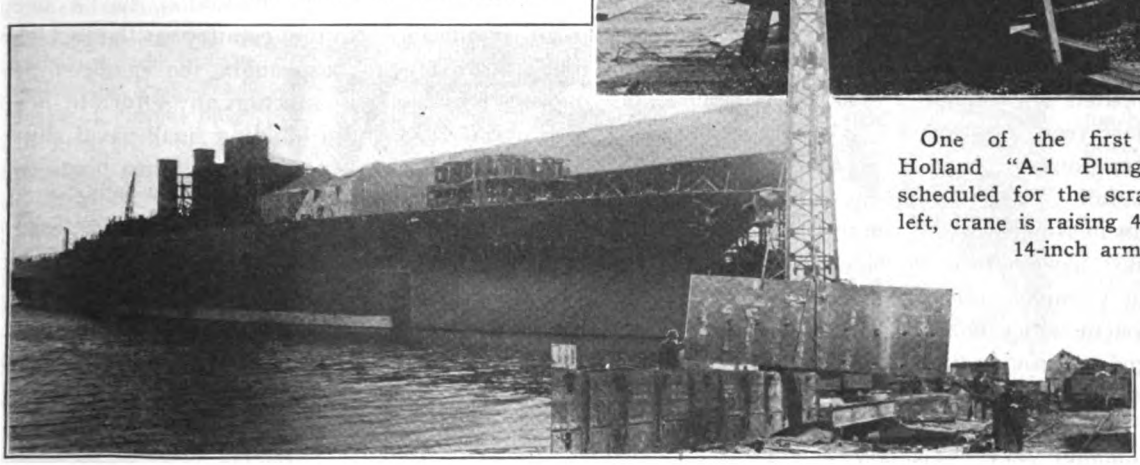


Battleship Maine with hull armor and 6-inch guns removed



Holes burned through 13-inch guns on the battleship Wisconsin, to prevent any possibility of reuse. Cage masts in rear are from battleship Missouri

New super dreadnaught Washington to be scrapped although 68 per cent completed. She would have had 16-inch guns



One of the first submarines, Holland "A-1 Plunger" is also scheduled for the scrap heap. At left, crane is raising 40-ton slab of 14-inch armor

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Editorial

Where Shipping Has Revived

EVERY business man feels relief at the revival. The upturn has acquired a momentum which has made its progress clearly evident to every one. And genuine contentment arises from tracing a business revival through orders rather than by proving that a healthy phase of the economic cycle is due.

Any discussion of business generally leads to comment on the remarkable gain made by the automobile industry, flat on its back last winter and setting new production records this summer. But the same healthy condition is prevailing in another field—that of Great Lakes shipping.

Last winter, no lake vessel operator dared to predict what the 1922 season would reveal. In January, every indication was that a minimum number of ships would go into commission. By March, the chances favored a few more vessels being needed. The outlook steadily mended and in July, instead of skeleton fleets in commission, every lake freighter was being driven at top speed to meet the tonnage demand.

In the movement of iron ore, which is the backbone of lake shipping, the statistical record of the first three months of the season is instructive. In the last few days of April, only 136,000 tons of ore were loaded, a drop of 40,000 tons from last year and a million tons below the April record of several earlier years. In May, ore shipments were only 1,585,000 tons, a million tons below the same month a year ago and bringing the 1922 decrease on June 1 up to 1,049,000 tons. But in June, the fleet carried 6,630,000 tons, reversing the record from negative to positive. Up to July 1, this year's record shows a gain of 1,980, 000 tons over the same period of last year. And early in July, ore shipments were moving on the 10,000,000 tons per month basis of the boom days.

Coal is the real disturber, due to the strike. A fair proportion of the people of this country, tributary to the head of the Great Lakes, depend upon the coal moved northward by lake freighters to meet their domestic and industrial needs. This coal tonnage mounts up to 28,000,000 to 30,000,000 net tons per year. So far this season, the shipments have only been 4,-000,000 tons compared with about 11,000,000 tons in the same period last year.

The demand for tonnage to move coal is certain to be heavy this fall. Early settlement of the coal strike will bring an insistent demand for the coal which the Northwest must have before ice blocks the lakes. Delayed settlement is equally certain to bring a revival of the priority system under which rail and vessel facilities were merged to provide first chance at the mine product for Northwest and New England consumers.

Ore shipments may not maintain their present high level, but the upbound coal movement will be late and heavy and will collide with the seasonal peak demand for ship bottoms to move grain. Thus lake vessels are facing a continued demand which seems certain to extend until the close of the season.

Heavy Naval Construction in Japan

TWO articles in this issue should interest the average American, whether he is primarily interested or not in marine affairs. In the one instance, words and pictures show the beginning of the big job of wrecking that part of the American navy condemned to the scrap heap either by the Washington conference agreement or by the navy's decision to remove from the active list many of the smaller war craft. This country quite apparently is taking the agreement seriously and battleships, cruisers, monitors, destroyers, submarines and naval guns are being wrecked.

The other article shows the activity of the Japanese in building war vessels not covered by the agreement. No one questions that Japan will scrupulously observe the agreement on the restricted ships—dreadnaughts and airplane carriers. But in light cruisers, submarines and destroyers the Oriental power is building at a far higher rate than either the United States or the British empire. In totals, the United States is now building 52 of the unrestricted units of 116,000 tons; England eight of 11,000 tons; France 33 of 68,000 tons; Italy 24 of 42,000 tons and Japan 140 of 200,000 tons.

The article, which is based on official naval intelligence, shows the great likelihood of Japan within a few years running beyond both this country and England in her strength in light cruisers and submarines. And any future conference to limit construction of these smaller units would find difficulty in destroying Japan's equality or superiority and putting her on the short end of another 5-5-3 ratio of strength.

This recently disclosed intelligence, while revealed in typical Washington fashion just when the new naval appropriations bill was under discussion, has a deep and broad significance to the country at large. The limitation of armaments has caught the public fancy and congress is unlikely to sanction any effort to keep abreast or ahead of Japan in building small naval ships. And American and English criticism of her plans are hardly likely to stop Japan.

The simplest and most economical solution would seem to be another Washington conference but this would be a surprise if it proved a success. Weaker naval powers hesitate to bind themselves to limit construction of submarines. Moral suasion is about the only weapon left and this sometimes wins its case only after the opposite party has got about all he wants and can afford to affect a surrender.

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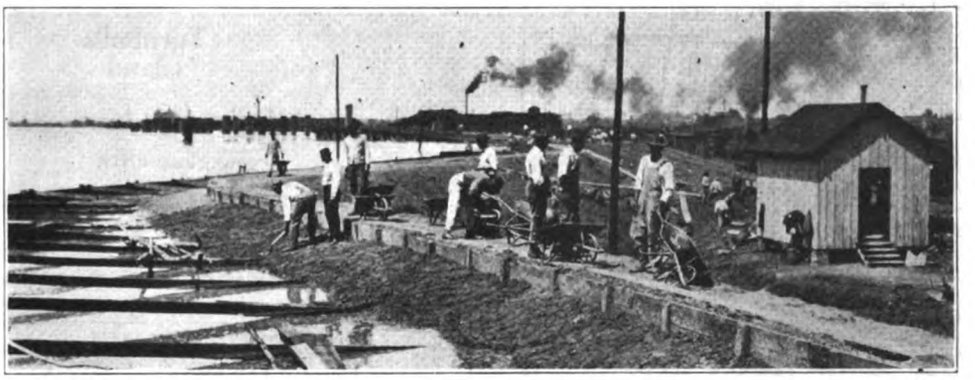
Find New Gulf Outlet for Mississippi

1922 Flood Spurs New Orleans To Seek Relief



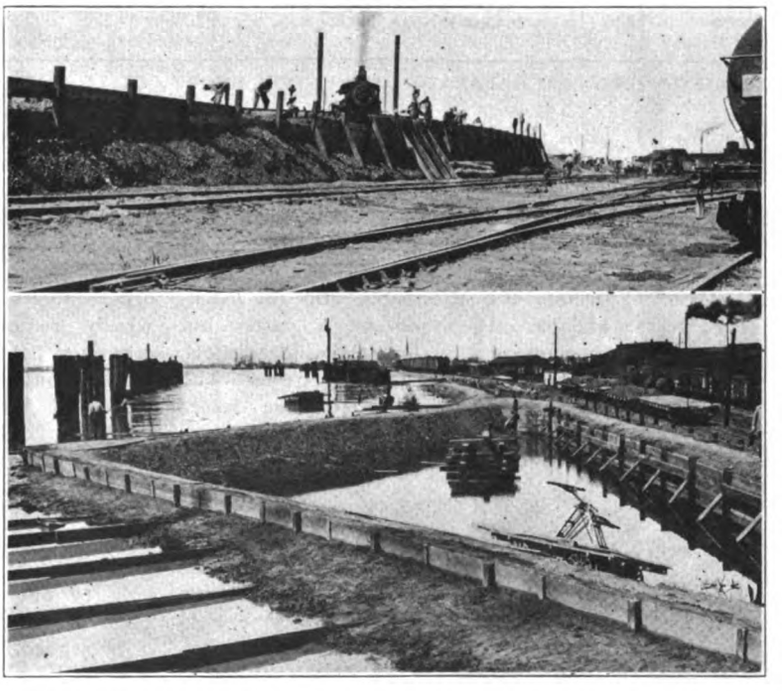
Shift River to New Bed, Is Planned As Solution

CONSIDERABLE ACTIVITY IS DISPLAYED ALONG THE MISSISSIPPI LEVEES AT FLOOD TIME

DECISION to raise the levees, wharves and railroad tracks on the New Orleans harbor front a minimum of one foot at a cost of approximately $5,000,000 is the first of a series of measures being taken as a result of observation of the highest water ever known in the Mississippi river. The next decision probably will be whether to turn the Mississippi into the Atchafalaya river at Turnbull's island, 125 miles northwest of New Orleans on an air line or to close Upper Old river and Lower Old river. To turn the waters into the Atchafalaya would make New Orleans practically a still water harbor and permit the abandonment of levee maintenance from Turnbull's island down to the Gulf of Mexico and discontinuance of jetty work at the Mississippi mouth. The high water of 1922 may prove to be a blessing in disguise. The data gathered from St. Louis to the Gulf is expected to complete information for the purpose of providing a basis for a general policy. Senator J. E. Ransdell of Louisiana, up to the present the leading advocate of "levees only" and during 10 years a successful opponent of all proposed departures from that policy, now announces himself as willing to support anything the engineers recommend to help the levees. A committee of 100 citizens of New Orleans is promoting an organization with these objects: First, to complete all levees to standard size. Only about one-third now are up to the specifications of the federal engineers. Second, to provide whatever other means may be practicable to reduce flood levels and prevent strain on the levees. Third, to co-operate with other communities to obtain support in congress for whatever plan may receive approval of the engineers.

The general harmony and agreement started when the levee broke at Ferriday. When water from the Mississippi so crowded the Atchafalaya that the levee then broke at Hamburg, the fight on the New Orleans harbor front and at the industrial suburbs became intensely interesting to Orleanians who had come to believe that with their resources in labor and material a flood in the city was impossible. This was a belief they had had for years.

When the newspapers reported that the river was at 22 feet, the previous high record, and would go higher, the levee engineers and railroad men started the hardest fight they have ever had and when the gage showed 22.7 feet all the city became interested. The level dropped one-tenth of a foot and the United States weather bureau was about to predict still higher water when the levee broke at Poydras, 12 miles below New Orleans, and the water at the city was lowered two feet. Decision to raise the port front at New Orleans followed almost immediately. Then the levee broke at Myrtle Grove, further down the river, and at Angola, above. Then all danger, for the time, was past. The situation at Turnbull's island particularly interests the port of New Orleans and the minor port at Morgan City. That something radical must be done at the island now is generally conceded and whatever is done means much to these two ports. When there is low water, the Red river flows through Upper Old river and Lower Old river into the Mississippi and the Atchafalaya. When the water is high, the Red and the Mississippi turn a large part of the flood into the Atchafalaya. Cutting the Mississippi off from the other two rivers at the



ABOVE—IN THE RECENT FLOOD THE LEVEE WHERE TEXAS & PACIFIC TRAINS ARE FERRIED WAS THREATENED. BELOW—DOUBLE LEVEEING SOMETIMES IS NECESSARY TO AVERT DANGER OF A BREAK

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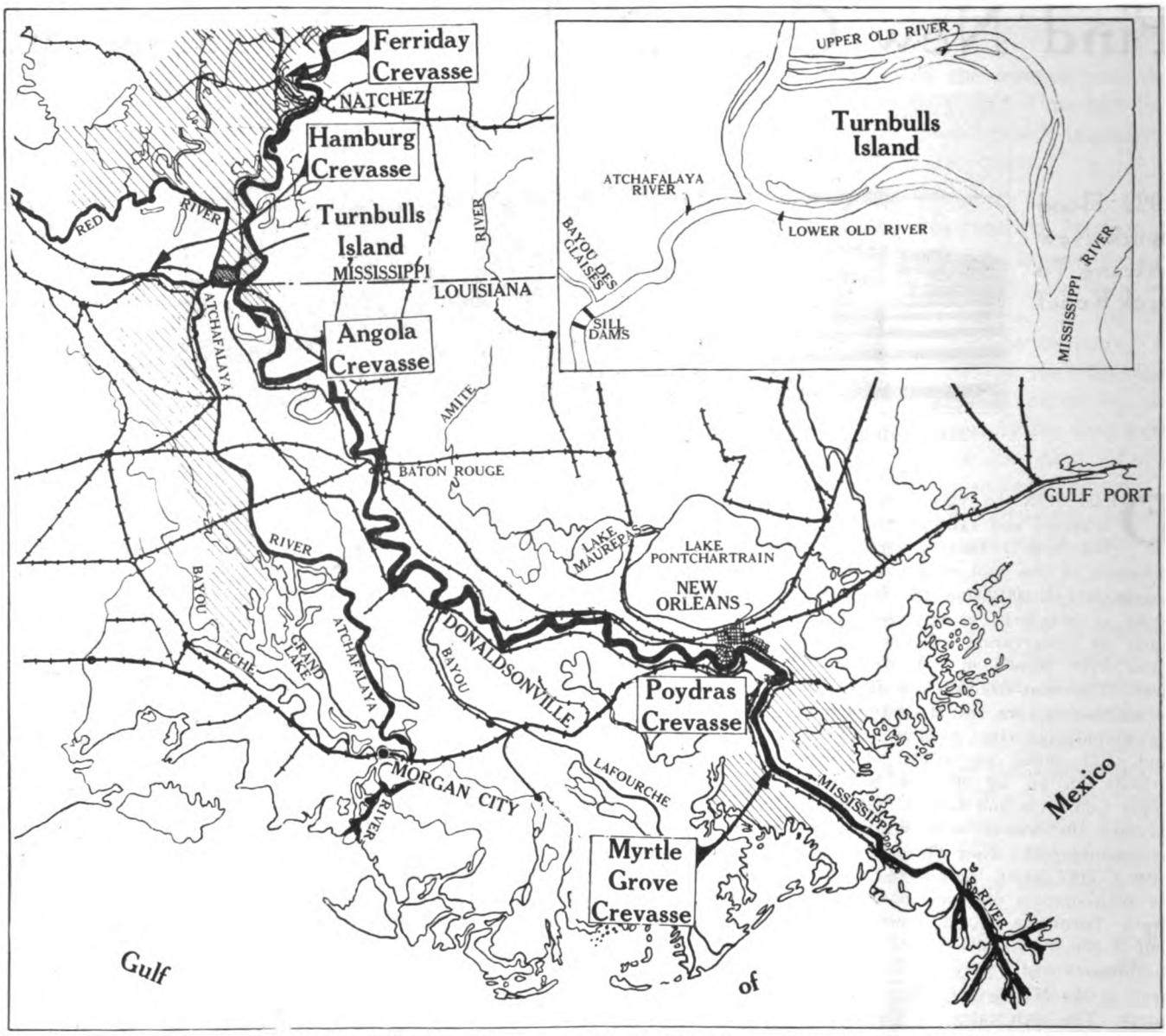

FLOOD AREA OF LOWER MISSISSIPPI. ATCHAFALAYA RIVER GIVES SHORT CUT TO GULF FOR FLOODWATERS

island would require seven miles of levee just north of the island, where no levee has ever been built. Relatively low floods race through this gap every year or so. The waters that pass through it to the Atchafalaya would go on down to New Orleans if it were closed. The levee engineers in charge to the south do not welcome this plan.

The Mississippi itself appears to have decided on a contrary plan. The records show that the amount of water passing around Turnbull's island to the Atchafalaya has been increasing year by year. If there were no interferences with this, it is probable that in time the Atchafalaya would become the main stream; that it would carry more water down to the Gulf of Mexico than the Mississippi. This would require levees on the Atchafalaya all the way to the Gulf similar to those on the Mississippi. For the purpose of checking the tendency of the Mississippi to turn its main volume into the Atchafalaya, two low dams, known as "sill dams," were constructed some years ago a short distance southeast of the island.

A minority of the engineers and members of the levee boards favor turning the Mississippi into the Atchafalaya. It would be a costly but by no means impracticable project. Its opponents are the land owners who would have to pay for the levees on the Atchafalaya and the authorities at Washington who would have to authorize the war department to put millions into the dam and locks.

Such a dam in the Mississippi would produce a return in water power. Locks would permit the federal barge line and the old time river steamers to operate as usual. There would be so little current in the Mississippi that sea water would occasionally reach New Orleans without the help of storms, and time and fuel would be saved ships coming up 107 miles of river from the open Gulf, it is argued.

The impression that this would injure New Orleans as a port is directly contrary to the facts, it is pointed out. It would provide all the advantages of a still water harbor in place of the disadvantages of the current and would wholly remove the problem of increasing the depth of the channels at the mouths of the Mississippi, South Pass and Southwest Pass. With the deposit of silt reduced to an almost unappreciable minimum through turning the heavily silt laden water into the Atchafalaya, the costly jetties at these passes would not have to be maintained as dredges would cut channels to any desired depth and keep them at that depth without difficulty, it is argued.

The cost of putting levees on the Atchafalaya would be offset approximately by the abandonment of maintenance of the levees on the Mississippi. Bayou Lafourche, into

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which high water on the Mississippi poured a considerable flood at Donaldsonville, was closed in 1903 and the levees were abandoned. This has contributed greatly to the increase in land values along the bayou and the same thing would result on the Mississippi through removal of danger from floods and elimination of taxes for levee building, it is urged.

A broader consideration of the whole problem of the Mississippi is conveyed in the proposal made in congress 11 years ago by the late Senator Newlands and supported by Congressman Humphreys of Mississippi. Its main features are levees built to the government standard all along the river, reservoirs to take off flood waters and use them for irrigation in the late summer and outlets along the lower reaches of the river to relieve strain on the levees. The supporters of this plan, who are probably a majority in Arkansas, Louisiana and Mississippi, declare the "levees only" system a failure and call for anything which will relieve the strain on the levees.

The foremost opponent of the Newlands-Humphreys plan was Senator Ransdell of Louisiana, who formerly maintained the only thing to be done is to build all the levees to standard dimensions. The state engineers and many civil engineers in Louisiana supported Senator Ransdell. They contend that anything that takes water out of the Mississippi slows its current and increases the deposit of silt. This, they declare, would raise the bottom of the river, would decrease its capacity to carry off the water and would eventually force either more outlets or bigger levees.

Their opponents contend that no crevasse has had that effect, that a crevasse does lower the river but it endangers levees still further south when the waters, after flooding the lands, get back to the main stream through smaller streams that have access to it. This is what happens when the levees break north of Turnbull's island. The flood waters go down the Red river and increase the levels of both the Mississippi and the Atchafalaya. An outlet to reservoirs along the northern reaches of the Mississippi, or to one of the lakes north and northeast of New Orleans, would not turn the water back to increase the flood levels a few weeks later, the advocates say.

In the meantime, Morgan City, the nearest town to the Gulf on the lower Atchafalaya, is wondering what would happen to it if the Mississippi were turned into the Atchafalaya at Turnbull's island. The dredged channel from the Gulf has a depth of 16 feet and considerable quantities of lumber, sugar and fuel oil are handled through it. If the main stream of the Mississippi were turned into the Atchafalaya, elaborate jetties would be necessary to keep this channel deeper than 8 to 10 feet.

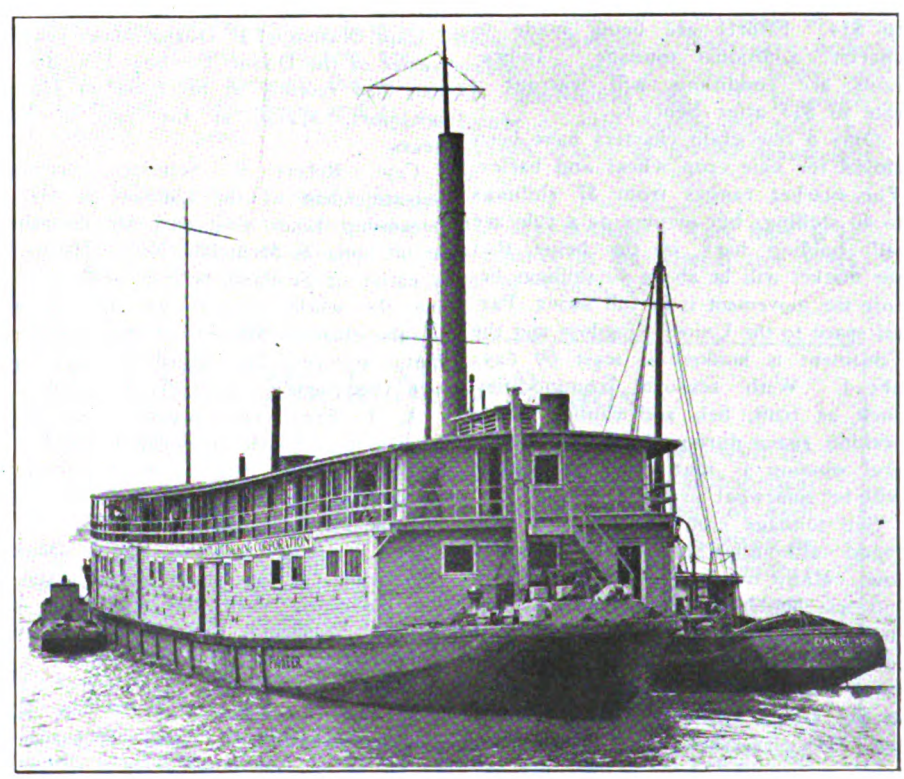
While work is in progress for agreement on policy, reconstruction of wharves and raising of levees has been begun so that as much of it as possible may be finished before next spring. The floors of 7200 feet of wharves are being removed and the levees underneath will be packed higher. The minimum raise is to be one foot.

Some of the wharves will be raised three or four feet. One of them was under water for a few days during April. Temporary floors were built over a number of wharves to protect merchandise. Emergency work had to be done to strengthen levees on both sides of the river at New Orleans and embankments of sand bags were necessary to hold the water at many places. Train loads of sand bags and lumber were kept ready at central points for emergencies and had it not been for the crevasses south of the city it is believed, most of them would have been used.

Use Floating Cannery in Alaska Trade

SAID to be the largest and most modern floating salmon cannery in existence, the 1100-ton barge PIONEER has proceeded to the fishing grounds in southeastern Alaska prepared to pack at least 50,000 cases of salmon during the season. Built two years ago, the PIONEER recently was bought by the Stuart Packing Corp., Seattle, and remodeled. The craft looks like a modern ark or rather resembles a floating apartment house. The cannery's capacity under normal conditions is 1000 cases a day which can be increased to 1800. She will be stationed at Ketchikan where 75 workers will be employed.

In addition to owner's suite and 37 staterooms for employes the PIONEER has a complete canning outfit aboard including two large retorts for cooking the fish, machinery for cleaning, cutting, washing cans, soldering, baking, etc. The plant will also make its own cans. Power elevators are provided for carrying coal from the hold to the boilers and for handling cases to and from the hold. The fish are not touched by hand after passing into the fish house. The PIONEER has no power and was towed north by a tug.



FLOATING SALMON CANNERY PIONEER LEAVING SEATTLE FOR A SEASON IN ALASKAN WATERS

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North Pacific Shipping Business Brisk

The volume of business moving in the north Pacific has increased materially and although ocean freights are still at low levels the general feeling is that the worst is over and on some routes rates are likely to firm. Already there are indications of rising freights. It is thought that by the end of summer the situation will be much more satisfactory.

Although the transpacific westbound conference has not yet been reorganized, preliminary negotiations are under way and indications are peace will be declared in the near future. The rate war has been waged since March and freights have dropped to record low levels. The result has been heavy losses for the regular operators and the driving away of tramp tonnage. Conditions do not warrant a drastic increase in rates but the level will be raised gradually until the route is placed on a paying basis. Lumber is still being carried for $8 which is $4 less than the operators claim it can be handled with reasonable profit. Considerable wheat has been booked for early fall movement to Japan at $4 to $5.

On the intercoastal route an unprecedented increase in business has taken place. This is particularly true of lumber. Shippers of lumber are clamoring for space but it is extremely scarce. All the regular lines are booked to the limit until Sept. 1 at $12.50 to $14. Efforts are being made to charter additional tonnage. Indications are conditions will warrant a rate of $15 after Sept. 1.

Only a few grain charters have been closed for new crop wheat and barley. The market ranges from 37 shillings to 40 shillings but owners as a rule are still holding back in the belief that the market will be above 40 shillings before the movement is in full swing. Parcel space to the United Kingdom and the Continent is booked at least 60 days ahead. With seasonal commodities, such as fruit, fish and canned goods seeking space during the fall, the general opinion is that rates to Europe will be somewhat firmer.

Sail tonnage continues in better demand although rates are extremely low. Many owners refuse to consider business under present conditions figuring it cheaper to keep their fleets idle. Ships seeking full cargoes of lumber to Callao have gone begging at $16 and a vessel is reported closed for $14. To Australia, shippers are offering around $12 for lumber tonnage but this figure does not interest owners. South African charters have been closed recently at private terms supposed to be under $22. The movement of lumber to California has been so brisk during the month that several sailing ships were placed in the coastwise route, a condition that has not obtained in many months.

June Ore Shipments

Shipments of iron ore from the Lake Superior district in June were 6,629,711 tons, an increase of 3,028,722 tons over the same month last year. Detailed figures follow:

Port	June, 1922	To July 1, 1922
Escanaba	586,656	804,594
Marquette	324,419	394,544
Ashland	902,759	1,199,448
Superior	1,632,911	2,354,595
Duluth	2,017,801	2,253,863
Two Harbors	1,165,165	1,344,133
Total	6,629,711	8,351,177
1922 increase	3,028,722	1,979,950

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports for June were 1,361,595 gross tons, as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	796,522
East Jordan, Mich.	.....
Boyne City, Mich.	.....
Milwaukee	.....
Indiana Harbor, Ind.	172,926
Gary, Ind.	392,147
Total	1,361,595

Obituaries

Capt. Frank W. Leland, one of New England's best known captains, died recently at his home in Bucksport, Me., at the age of 61 years.

Capt. Nathaniel P. Doane, many years owner of the Doane Towboat Co., Boston, died recently at his home in Harwichport, Mass., at the age of 80 years.

Capt. Robert F. Selfridge, marine superintendent of the Lamport & Holt Steamship Lines, died suddenly recently at his home in Montclair, N. J. He was a native of Scotland, born in 1880. During the world war he was in charge of the steamer MILLAIS in the transatlantic service. He settled in America two years ago.

A. J. Frey, vice president of the Emergency Fleet corporation, and a resident of Los Angeles, died recently in Baltimore. He was well known on the Pacific coast, having been assistant manager of the Pacific Mail Steamship Co., and later holding similar positions with the Portland & Asiatic, Occidental and San Francisco & Portland steamship companies.

James O. Poillon, who retired 25 years ago as head of the C. & R. Poillon Steamship Co., builder of wooden sailing vessels and other craft, died June 20 at the Webb Institute of Naval Architecture, New York, where he was an executive. He was 72 years old. The Poillon company had been in the family preceding Mr. Poillon's entrance into the business and maintained a yard in Clinton street, Brooklyn.

Wilmon Harlan Benson, 41 years old, for the past two years in charge of the Boston office of the Bethlehem Shipbuilding Corp., Ltd., and the Bethlehem Steel Co., died in a Quincy, Mass., hospital, June 18 of injuries received in an automobile accident the previous day. His life had been devoted to shipbuilding. For 12 years he was assistant hull superintendent for the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., leaving there in 1916 to become superintendent of hull construction at the Fore River plant of the Bethlehem Shipbuilding Corp., Quincy, Mass.

Book Review

Fuel and Lubricating Oils for Diesel Engines, by W. Schenker; 114 pages, 5¼ x 8¼ inches; cloth; published by the D. Van Nostrand Co. and for sale by MARINE REVIEW, Cleveland: price $3.

The steadily increasing use of diesel engines and the growing number of fuels suitable for them has led the author to provide a guide on the subject intended especially for owners and engineers in charge of these engines. The close relation of fuel and lubricating oils has necessitated treating both in the same volume. The author has gone into the history of petroleum production, refining, by-products, tests, etc. He has presented tables of typical analyses, charts, and other statistical data of practical value. Illustrations show types of engines, methods of tests, typical plant layouts, etc. The book is divided into three parts; fuels, lubricating oils, and testing of fuel and lubricating oils. The first part has three subdivisions; the principal varieties of liquid fuels, fuel oils for diesel engines, and the outlook as to the future supply of fuel oils for diesel engines. Subdivisions of the book include petroleum and petroleum products; tars and oils from lignite and bituminous shales; coal tars; coal tar distillates; oil gas tar and carburetted water gas tar; vegetable oils; alcohols; trade names, properties, classifications and specifications; the physical action of fuel oils and their vapors; storage appliances; production of diesel fuel oils; sampling; specific gravity; determination of flash point; viscosity; viscosity and temperature; calorific values; determination of water content; evaporation residues; ash content; sulphur content; free carbon and solid impurities; test of coal tar; etc. This list shows the thorough manner in which the subject is handled.

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Alumni Endows Institute for Naval Architects

Presentation of a trust agreement covering a fund of $250,000 was one of the features of the annual commencement exercises of the Webb Institute of Naval Architecture held in New York in June. Speakers included Walter M. MacFarland, president of the American Society of Naval Architects and vice president of the Webb board of trustees; Alfred W. Kiddle, president of the Engineers' club of New York; Commander Gatewood of the United States navy, and Joseph Husson, president of the Webb Alumni association who presented to the board of trustees the trust agreement.

The Webb institute is an endowed college where high school graduates may obtain a 4-year education in naval architecture and marine engineering, together with room and board during the school terms of the four years, without cost. Nine students were graduated at the 1922 commencement. Competitive examinations for entrance will be held in September for 20 vacancies existing next fall. The Webb institute was endowed in 1891 and opened in 1895 by William H. Webb, one of New York's shipbuilders in the days when American clippers ruled the seas.

The $250,000 fund, to be known as the Webb appreciation fund, was conceived by Morris R. Machol, a graduate, and gets its name because it expresses the appreciation of more than 100 graduates for the free education they received. Each graduate joining the fund has voluntarily signed a series of 20 $25 notes, held by a special trust agreement with the National City bank. The notes are payable yearly, so that at the end of 20 years each graduate will have paid $500.

Another unusual feature of the fund is that members of each graduating class will sign their series of notes upon graduation.

Other members of the board of trustees who were present in addition to Mr. MacFarland included, Louis Nixon, shipbuilder, who spoke briefly; Gilbert P. Taylor, secretary of the American Bureau of Shipping; W. J. Davidson, president of the Staten Island Shipbuilding Co.; F. A. Goetze, treasurer of Columbia university; P. J. McAuliffe of P. J. Auliffe Co. naval architects, and C. A. McAllister, vice president of the American Bureau of Shipping.

Issues Reports on Ports

The board of engineers for rivers and harbors, war department, in cooperation with the bureau of research of the United States shipping board, has just issued Port Series No. 2, devoted to Boston, Portland, Me., was No. 1. The complete series as proposed will comprise 71 reports on the principal ports of the United States, prepared to meet the needs of the war department in its development of harbors and its encouragement of port facilities, of the shipping board in its promotion of an American merchant marine, and of commercial and shipping interests.

The report includes chapters on port and harbor conditions, port customs and regulations, port services and charges, fuel and supplies, port and harbor facilities, communications, the freight rate situation, the commerce of Boston, and the territory tributary to that city. Of special interest are the tables and maps showing the origin and destination of imports and exports through the port.

Doullut & Williams have secured a contract from the New Orleans port commissioners to place the back fill for the locks on the industrial canal.

Assigned Shipping Board Vessels

EASTERN CROWN, 8360 tons, assigned Mallory Transport Lines, Inc., Baltimore, managing agents, for Gulf-North Atlantic-South and East Africa service.

ALEDO, 7249 tons, assigned C. H. Sprague & Son, Boston, managing agents, for Montreal-Scandinavian service.

LIBERTY, 9669 tons, assigned Cosmopolitan Shipping Co., New York, managing agent, for New York-Boston-French Atlantic service.

BELLINGHAM, 7493 tons, assigned C. H. Sprague & Son, Boston, managing agents, for Baltimore-Boston-Scandinavian service.

WARWICK, 6000 tons, assigned McAllister Bros., New York, management operation.

AEOLUS, 12,350 tons, assigned North Atlantic & Western Steamship Co., Boston, managing agent for one voyage from New York to Los Angeles only.

CITY OF HONOLULU ex-HURON, 8910 tons, assigned North Atlantic & Western Steamship Co., Boston, managing agent for one voyage from New York to Los Angeles only.

EASTERN SUN, 9066 tons, assigned Mallory Transport Lines, Inc., New York, managing agent, for its Gulf-New York-South and East African service.

Shipping Board Has 393 Vessels Allocated

J. Barstow Smull, vice president of the Emergency Fleet corporation, in charge of charters and allocations, reports that on July 1 there were under assignment to the traffic department 327 steel cargo and 29 steel passenger vessels. There were 31 cargo vessels under bareboat charter to private companies and 6 steel cargo vessels to United States and foreign governments, making a total of 393 vessels in the allocation division. There are under bareboat charter 3 tugs, 1 tanker of 1200 deadweight tons, 1 passenger steamer of 4030 deadweight tons and 30 cargo vessels of 124,961 deadweight tons.

The MANZANILLO, a Ward liner, is being repaired at the Johnson Iron Works plant in Algiers, La.

1922 Great Lakes Red Book Now Ready

COMPLETE with the names and addresses of engineers, and owners of nearly 1200 vessels, the *Great Lakes Red Book* now is off the press and is being distributed. As the nineteenth edition of this book, the present volume, continuing in pocket size as its predecessors, represents the last word in handy information about Great Lakes shipping. The vessels are alphabetically indexed with a number indicating the fleet to which the ship belongs. Consecutively numbered, the fleet lists contain the names of the owners, masters and engineers and tell whether the vessel is a steamer, tug, barge or other type. The superintendent of each operator also is named with the fleet listing. Supplementing this is an alphabetical list of bulk freighters with gross tonnage of each on about a 19-foot draft. Designation is given as to whether steam, sail or tow barge. Another feature of the new issue, and which has been popular in earlier issues, is the port directory and listing of companies by ports where supplies may be purchased. Space is provided also for memoranda, such as changes in ownership, masters, names, etc. Printed on heavy paper, bound in a heavier red cover, the book contains 160 pages. It is distributed by the Penton Publishing Co., Cleveland.

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Activities in the Marine Field

Latest News from Ships and Shipyards

Only Coal Strike Halts Lake Traffic

BY M. L. FEISER

IMMEDIATE settlement of the coal strike probably would remove most of the deterrent factors in Great Lakes traffic. While iron ore and other freight have been moving in satisfactory volume, absence of coal cargoes practically has nullified the good effect of downbound business. In addition, fuel supplies for the lake vessels have begun to be interfered with appreciably. Further, coal shortages at coke ovens and steel plants have been responsible for a slowing in pig iron production and ore demand, so much so, in fact, that in the middle of July ore offered at the upper lakes was less than the lake tonnage available.

Only 3,920,500 tons of coal had been moved up to July 9 as against 10,765,847 tons at that time in 1921. This was 500,000 tons less than had been shipped to date two years ago, and on July 9, this year, rail shipments in sight for lower lake delivery were dwindling.

How the ore traffic had been moving may be seen in the fact shipments for the season to July 1 were 1,979,950 tons over the same period last year while on June 1 this year the total was 1,048,772 tons under June 1 of a year ago. This was a gain of 3,028,722 in one month's total movement of 6,629,711 tons. For the first two weeks of July this year, ore cargoes were being shipped at a monthly rate of more than 10,000,000 tons. At that time every available ore carrier was engaged in the trade.

Another barometer of lake business may be found in the Soo canal traffic report to July 1. While the total tonnage to that time was only 12,021,811 net tons as against 15,191,670 tons a year ago, the eastbound freight, principally ore, measured 11,040,756 tons as compared with 8,554,352 tons in the same period last year. Westbound, aggregating 6,637,318 tons on July 1, 1921, totaled only 981,055 tons this year, the drop resulting from the curtailed coal shipments.

* * *

After grounding recently in the St. Clair river near Marine City, the barge JAMES NASMYTH was released by the tugs OREGON and HARDING. She was on soft bottom and was undamaged.

* * *

John J. Boland of Boland & Cornelius, vessel owners and brokers, Buffalo, has been elected a director of the American Shipbuilding Co., succeeding Herbert P. Howell, New York.

* * *

Capt. John H. Palmer, retired, died July 12 at his home in Cleveland. He retired 25 years ago as president of the Palmer & Johnson Co., operator of a wooden fleet on the Great Lakes. He was 87 years old. He was engaged in lake shipping all his life up to his retirement.

* * *

The Rutland-Lake Michigan Transit Co. was scheduled to begin operations July 20 between Ogdensburg, N. Y., and Chicago. The last freight line in operation in this service was a fleet of six steel and three wooden package freighters of the Rutland Transit Co.

* * *

John F. Walsh, retired, chief engineer of several vessels of the Pittsburgh Steamship Co. for many years, died late in June while on a motor trip through Canada. He was 63 years old and lived in Cleveland. He retired last February after service with the company since 1906 during which time he was chief engineer of the steamers EMPIRE CITY, WILLIAM SIEMENS, GEORGE STEPHENSON, R. W. E. BUNSEN, RICHARD TRIMBLE and HENRY PHIPPS.

* * *

Following a trial trip reported successfully run, the CHICAGO TRIBUNE, built for the Ontario Paper Co., Ltd., owned by interests associated with the *Chicago Tribune*, proceeded to the Great Lakes from Wallsend, England, yard of Swan, Hunter & Wigham Richardson, Ltd., where she was built. With her sister ship NEW YORK NEWS, she will be engaged in transporting wood pulp from the St. Lawrence to paper mills at Thorold, Ont. The CHICAGO TRIBUNE is of 2300 deadweight tons, 250 feet long between perpendiculars, 43 feet wide and 19 feet 4 inches molded depth.

* * *

Poe reef light vessel early in July was temporarily replaced by a relief vessel which has a tubular mast surmounted by lantern gallery; red hull with middle section white; stack, mast and lantern black; and "Relief" in black on each side. The regular characteristic of the station, both as to light and fog horn, continues.

* * *

Eight plates and internal damage were repaired at the Lorain yard when the JAMES A. FARRELL was docked there following collision with the A. M. BYERS above the Soo late in June. The BYERS made temporary repairs at the Soo, continued to Escanaba and returned to Lorain.

* * *

While towing the steamer VENEZUELA to Sandusky for repairs, the tug ROBERT C. PRINGLE struck an obstruction 15 miles off Manitowoc and sank. All of her crew were rescued by the VENEZUELA.

* * *

Removal of 30,000 cubic yards of mud from Black river at Lorain, has been undertaken by dredges of the Great Lakes Dredge & Dock Co.

* * *

Collision of the O. M. POE and the D. M. PHILBIN near Detroit early in July resulted in four damaged plates on the former and slight injury to the latter. The O. M. POE docked at Superior for repairs.

* * *

The Becker Steamship Co. has purchased the Valley Steamship Co. taking over the steamships W. H. BECKER, EDWIN N. OHL, W. G. POLLOCK, J. W. RHODES, JOHN A. DONALDSON, FRANCIS L. ROBBINS, G. J. GRAMMER and FRANK SEITHER. The steamers represent a value of $2,250,000 under terms of the sale.

* * *

After pounding on the rocks for more than a week, the steamer SAMUEL MITCHELL was floated near Detour early in July and taken to Ecorse for repairs. Loaded with cement, Alpena to Duluth, she struck on the rocks and sustained severe damage. Weather interferred with her release.

* * *

Donald C. McIntyre, general freight traffic manager of the Detroit & Cleveland Navigation Co., died late in June after 48 years service with the company. He was 70 years old and had been active in the business up to within six months of his death when his health began to fail.

* * *

June lake levels were higher than those of May, according to the United States lake survey for the Great Lakes. The levels reported for June, as compared with May, were as follows:

	Feet above mean sea level	
Lakes	May	June
Superior	601.94	602.20
Michigan & Huron...	580.40	580.54
St. Clair	575.25	575.46
Erie	572.74	572.91
Ontario	246.55	246.75

* * *

President Livingstone of the Lake Carriers association late in June asked all vessels entering and leaving Toledo to check down to bare steerage way when in the vicinity of red spar buoy No. 42, near Toledo, because divers and derrick boats were at work laying pipe for the city and the wave action of passing vessels might move

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the derricks and endanger the lives of the divers.

* * *

Consolidation of the Midvale Steel & Ordnance Co., the Republic Iron & Steel Co. and the Inland Steel Co. as the North American Steel Corp., which tentatively has been agreed upon, will result in the transfer of ownership of several lake steamship companies. The Cambria Steel Co., subsidiary of the Midvale company, owns 50 per cent of the stock of the Cambria Steamship Co., operating two vessels of a total of 22,000 tons and 50 per cent of the stock of the Mahoning Steamship Co., with three vessels of 30,000 tons and all of the Johnstown Steamship Co., with six vessels of 65,000 tons, and all of the Beaver Steamship Co., with two vessels of 19,000 tons. Republic owns outright three steamers of 21,500 tons and Inland two of 20,000 tons. These give the new interest 18 lake vessels of 177,500 tons of which it owns 151,500 tons. Eleven of the 18, those owned by the Cambria Steamship, Mahoning and Johnstown companies, have been operated by M. A. Hanna & Co.

* * *

Chester Massey, formerly connected with the Globe Shipbuilding Co., Superior, Wis., has organized the Massey Shipbuilding Co., which will take over the property, including the machinery and equipment of a plant which the Globe company established at Baltimore early in the war period. A repair boat is included in the purchase. The equipment has been shipped from the east and will be installed in the yard at Superior.

Up and Down the Pacific Coast

PORTLAND grain standards, established by the Portland chamber of commerce, were discontinued June 30 with the end of the crop year. For 50 years these grades were used by grain exporters as a market guarantee. In the future government standards will be in vogue and federal grain inspectors will handle exports instead of state officials.

* * *

Large quantities of cement are being shipped from British Columbia ports to Manila, one line carrying an average of 4000 barrels a month.

* * *

A train of 22 tank cars recently was dispatched from Seattle, the cars containing 200,000 gallons of wood oil from China. The cargo was brought across the Pacific in bulk and pumped from ship's tanks.

* * *

Claims against the American steamer ADMIRAL FARRAGUT totaling $26,000 for salvage, have been settled for less than $3000. While hauled out for repairs at Vancouver, the vessel broke adrift during the night and was picked up by a tug whose owner claimed 10 per cent of the vessel's estimated value of $260,000.

* * *

Arrangements for handling a large number of Chinese coolies traveling from Hongkong to Cuba to work on the plantations have been completed by the Admiral line, the trans-continental railroads and the Ward line of New York. The annual movement is about 10,000.

* * *

The navy department has awarded to the Kilbourne & Clark Mfg. Co., Seattle, the contract for converting 60 naval radio transmission sets into modern continous wave systems. The work involves an expenditure of about $35,000. The company is rebuilding 250 2-stage amplifier sets for the navy.

* * *

Tabulations of Portland's commerce show that in 1921 foreign ships carried 1,129,300 tons while shipping board vessels freighted 563,432 tons. The reverse was true in 1920 when government ships took 687,379 tons from the Columbia river port and foreign bottoms carried only 234,894 tons.

* * *

Vancouver has completed its first active wheat exporting season. During the year ending June 30 this port shipped 7,325,405 bushels of grain of which Japan took 3,040,206 bushels and the United Kingdom 3,297,206 bushels.

* * *

Complying with a federal law which requires that service of a libel against a ship must be made "on the vessel," a deputy marshal proceeded to the sunken wreck of the steamer WELSH PRINCE, lying submerged in the Columbia river and attached documents to a portion of the upper works protruding above the water.

* * *

The maiden voyage of the motorship CALIFORNIAN, largest all-American built vessel of her type afloat, was in the nature of an ovation at North Pacific ports. The new liner held open house at each port and shipping men had opportunity to inspect her from top to bottom.

* * *

Withdrawal of the American-Hawaiian line from the Atlantic intercoastal conference created no little interest at North Pacific ports. Charges that members of the organization have failed to keep their agreements are given as the reason for this action which permits the Harriman organization to act as a free agent in quoting rates.

* * *

The deep sea tug SEA LION recently completed a record trip to Bristol bay, Alaska. Northbound the tug towed the big bark CHILLICOTHE from Astoria to Naknek, 2042 miles, in 12 days and 12 hours and the return, light, to Seattle a distance of 1900 miles was made in 7 days, 3 hours and 35 minutes. Returning from Bristol Bay, the SEA LION steamed at top speed in order to save the eyesight of a woman, brought from the North, for medical treatment.

* * *

Purchased by Egyptian interests, the auxiliary schooners GERALDIN WOLVIN, JEAN STEDMAN and JESSIE NORCROSS have been transferred from the Canadian to the Egyptian flag. These vessels are wood and were built at British Columbia yards during the war.

* * *

The power schooner BENDER BROS., identified with Alaskan trading and exploration expeditions for 30 years, has been lost in the Okhotsh sea. This vessel was caught in the ice and crushed but her crew escaped. The BENDER BROS. left Seattle March 18 for a summer's cruise along the Siberian coast. She had previously had many narrow escapes. On one occasion, after running aground in the Kuskokwim river, she was abandoned for two years.

* * *

Under legislation recently enacted all longshoremen employed in the ports of Washington are entitled to protection under the state industrial insurance act. Formerly all workmen employed aboard ships were entitled to recovery for injuries only by bringing action in the federal courts.

* * *

On her maiden voyage the new Canadian Pacific new transpacific liner EMPRESS OF CANADA arrived at Victoria from Yokohama in the fast time of 9 days and 2 hours.

* * *

After two months of bitter warfare, peace has been declared on the Portland waterfront. Striking longshoremen returned to work under an agreement which provides for a neutral office to be established for employment purposes. This will be managed by a committee composed of employers and union and nonunion workers. Men who worked during the strike have been retained. The settlement virtually means the establishment of the open shop on Portland's waterfront.

* * *

Three years' suspension of his license was the punishment given Capt. A. R. Pearson, pilot aboard the American-Hawaiian liner IOWAN which collided with and sunk the British freighter WELSH PRINCE in the Columbia river. Seven men aboard the WELSH PRINCE lost their lives and the vessel is a total loss. Bids have been received for the steamer's cargo of steel and lumber. The IOWAN was not seriously damaged and was repaired at Portland.

* * *

In the six months ending May 1, 410,669 boxes of apples were shipped by water and rail from Seattle. The record for the same period in the previous season was 129,357 boxes. Improved refrigerator service to Great Britain and Europe accounts largely for the increased movement.

* * *

Transcontinental railroads on July 1 reduced export and import rates from

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Pacific coast terminals 10 per cent. This action will preserve the same ratio between domestic and import and export rates and it is expected that it will stimulate increased movement of cargo to and from Oriental ports via Pacific gateways.

* * *

During the 13 months ending June 1, statistics show that Pacific coast products shipped by water lines through the Panama canal exceeded the tonnage brought from the Atlantic to that coast by more than 75,000 tons. This condition is being rapidly equalized with increased offerings of westbound cargoes.

* * *

Seattle's waterborne commerce the first five months of 1921 totaled 1,466,833 tons. The first five months of this year it totaled 1,845,693 tons. The gain is 378,860 tons, or more than 25 per cent. May's commerce, totaled $37,370,224 in value, a gain of $10,451,410, as compared with the corresponding month of last year.

* * *

Japan, after taking much timber and timber products, and virtually out of the market, is beginning to show an interest in this product again.

* * *

The going rate on lumber from north Pacific ports to the north Atlantic has been increased about $1.50 per 1000 feet. One to four million feet of lumber is being loaded on practically every intercoastal freighter and there is a sailing of at least one of these vessels from a north Pacific port every day. It is figured the boost in the rate will average not less than $1500 in a ship's revenue.

* * *

Puget Sound ports are interested in a statement that Japan is preparing to meet the competition of the speedy transpacific passenger liners now plying in the Pacific trade. Puget Sound is the point where British, Japanese and American interests have concentrated in the fight for Asiatic business. Puget Sound ports alone in 1920 handled 61 per cent of the exports and imports with Japan, credited to Pacific coast ports and 45 per cent of the Chinese trade.

* * *

June promises to be a banner month in handling of silk tonnage. In 11 hours on June 8 three shipments valued at $7,200,000 reached Seattle on liners of the Admiral line, the N. Y. K., and the O. S. K. On June 20 the PINE TREE STATE, renamed PRESIDENT GRANT, brought 3200 bales, which required a special train of 14 cars for shipment overland.

* * *

Substantial increase in the tonnage of tea being handled through the port of Seattle is noted. In addition to that brought by Japanese carriers the government's passenger liners are getting good shipments and both the PRESIDENT JEFFERSON and PRESIDENT GRANT called at Shimidzu for tea.

* * *

Something new in the business of the port of Seattle is the sugaring away of 20,000 barrels of strawberries. The section around Seattle is berry producing and inability to market the crop at one time prompts the growers to move their fruit by barge to the port's refrigerator plant where 6000 crates of strawberries are cleaned and picked in a day. The berries are packed one part sugar to two parts of strawberries. Considerable of the berries will be moved east in refrigerator cars and steamers.

* * *

One of the most interesting cargoes ever handled by an intercoastal ship was aboard the steamship DEERFIELD of the Nawsco line when she sailed for the east June 25. The DEERFIELD had a big shipment of frozen Washington strawberries in barrels from Seattle, a shipment of frozen eggs, which arrived here recently from the Orient, a consignment of frozen fish, a shipment of wool, 1000 bales of hemp from Vancouver, B. C., and 2,000,000 feet of lumber from Seattle, Anacortes and Vancouver.

Late News From Atlantic Seaboard

DURING June several Baltimore steamship companies reported important gains in the tonnage handled. Freight bookings and loadings of the Atlantic Transport Co. increased 300 per cent over previous months and business in the West Indies, Dutch, German and Pacific Coast trades was particularly good.

* * *

Thus far in 1922 coffee imported directly into Baltimore has amounted to 58,000 bags. Since the first efforts to revive this trade in 1919, the business has steadily increased and the present year promises to produce coffee imports of 100,000 bags.

* * *

The Steamship Freight Brokers association of Baltimore has arranged with the department of commerce to obtain official recognition in the dissemination of information relative to freight inquiries and inland booking opportunities, such as is accorded brokers in other ports.

* * *

The Baltimore & Ohio railroad has suffered what will probably amount to a loss of $2,000,000 in the destruction by fire of two grain elevators and two piers at its Locust Point terminal. Daniel Willard, president of the road, has announced that rebuilding will begin at once and a modern concrete elevator erected adjacent to the waterfront. Offers of assistance have come from other railroads and from the port development commission. The grain business of the road will be carried on through the Port Covington terminal of the Western Maryland.

* * *

W. M. Brittain, general manager of the Export and Import Board of Trade, Baltimore has planned an extensive trip through the West next October in company with a representative body of Baltimore business men. All phases of port activity will be reprented and an intensive drive undertaken to impress upon the shippers of the Middle West the advantages and opportunities of the port for routing their business.

* * *

Arrivals at Baltimore for June showed a decrease under May. In May 205 seagoing vessels were recorded, against 178 for last month. Of this number 117 were American and 23 British. Nine other countries were represented.

* * *

The Export Transportation Co. is meeting with success in the shipment of live stock for Liverpool markets from Baltimore. Three vessels sailed in June with more than 500 head each.

* * *

At about $445,000, the Bethlehem Shipbuilding Corp. was the lowest bidder for the construction of a combination freight and passenger steamer for the Baltimore & Carolina Steamship Co.

* * *

Delivery at the Baltimore plant of the Bethlehem Shipbuilding Corp. of the former German steamer POZNAN was a towing feat performed by the tug JUPITER brought the 8405 ton ship a distance of about 430 miles at a speed of 8.2 knots an hour.

* * *

North German Lloyd Steamship Co. agents in the United States recently received advices from Bremen announcing the successful launching of the 9000-ton twin screw liner CREFELD. She has a speed of nearly 15 knots and will be fitted with accommodations for cabin and third class passengers for the South American trade. She is a sister ship to the KOLN which has completed her first round voyage from Bremen to Buenos Aires.

* * *

Bids recently were taken for repairs to the British steamship ANDREE, damaged in collision with the American steamship H. F. ALEXANDER in the Delaware river some time ago. Survey disclosed she was damaged to the center line and down to the bilge, abaft the engine room bulkhead on the port side.

* * *

Rates on intercoastal freight consignments declined 30 to 40 per cent since the break in the conference. It is said tariffs in many instances are below the cost of operation.

* * *

B. F. Flippin, vice president of the J. H. W. Steele Steamship Co. has denied reports his company had abandoned negotiations for the operation of the seven steamships of the Green Star

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line. He said only a court order was now necessary to make the transaction complete. The vessels are to be renamed after the states of Washington, California, Oregon, Arizona, Texas, Louisiana and Alabama to be followed in each instance by the word Lady.

* * *

About 200,000 marine workers in the port of New York have voted for the ship subsidy bill.

* * *

The fleet of the Standard Oil Co. of New York, has been transferred to the Standard Transportation Co., a subsidiary of the former.

* * *

The shipping board steamship WEST CARUTH, formerly operated by the Bull line, which grounded off Cherbourg three months ago, has been sold by the board to F. C. Strick Co., London, for $70,000. Necessary repairs, it is said, will cost approximately $100,000. The vessel will be placed in the Persian gulf trade.

* * *

Resumption of the Boston-Bath service of the Kennebec Navigation Co. has been made with the steamer CITY OF ROCKLAND.

* * *

Three electric motor-driven refrigerator ships have been ordered by the United Fruit Co., Boston, from Liverpool shipbuilders. The ships will have diesel engines and each vessel will be about 4000 gross tons, making them the largest in the American fruit trade.

* * *

Owing to light freight offerings, the Portland & New York Steamship Co., has discontinued its service between Portland, Me., and New York.

* * *

The Northern Transportation Co. fleet of 21 coal barges and tugs is once more in operation in the coal trade from Hampton Roads to New York and New England ports.

* * *

The steamer ASTORIA, owned by Richard T. Green, Chelsea, Mass., has recently completed her final dock trials, and tests have been passed by the American Bureau and the British Corp.

* * *

A new direct service between Boston and Liverpool will be inaugurated shortly by Furness, Withy & Co., with the sailing of the steamer EGYPTIANA.

* * *

Announcement is made through the Maritime association of Boston that a new service from Boston to the gulf ports of Galveston, Houston and New Orleans will soon be put into effect. It is proposed to put two 5000-ton freight steamers into this service, which will operate in conjunction with the Mississippi-Warrior river barge service.

Along the Gulf Coast

A CHANNEL 30 feet deep with a width of 125 feet will be dredged from Sabine river, below Orange, Tex., to the Calcasieu river, 10 miles south of Lake Charles, La., and the Calcasieu will be deepened with the proceeds of a bond issue authorized by the vote for a special tax in Calcasieu parish June 20. The work will begin next winter and will be completed in about two years.

* * *

Reports from New York indicate that the J. H. W. Steele Co. is negotiating with Robert C. Adams, receiver for the Green Star Steamship Corp., for the operation of seven ships now tied up at Baltimore and New York on the basis of 5 per cent of the gross freights and a share of the profits. The ships are the CHINCHA, EURANA, SANTA CECILIA, CENTAURUS, CLAUSSEUS, CORVUS and CIRCINUS. They are mortgaged for $4,500,000 to the Equitable Trust Co., New York. If obtained by the Steele company, they will be used between the Gulf and Pacific coast ports. Neither confirmation nor denial of the report is obtainable at New Orleans.

* * *

Organization of a Transportation and Traffic club, to which none other than steamship and railroadmen and exporters and importers will be eligible, has been started in New Orleans.

* * *

The Mexican Petroleum Corp.'s tug ST. HELIER, 149 feet long and with 17 feet draft, the largest in southern waters was fitted with fire fighting equipment at the Jahncke docks in New Orleans in June. The ST. HELIER is used at Tampico and nearby ports for wrecking and deep sea towing.

* * *

Payment of fees in addition to the present commissions of 5 and 2½ per cent on freight revenues will increase the incomes of the four operators of shipping board vessels from New Orleans and Galveston approximately $20,000 a month. Lykes Bros., Inc., operates 22 shipping board vessels; Trosdal, Plant & Lafonta 18; the Tampa Inter-Ocean Steamship Co., 12, and the Mississippi Shipping Co., 11.

* * *

Carl Giessow, general manager of the New Orleans Joint Traffic bureau represented the gulf ports at a hearing before agents of the interstate commerce commission in Chicago July 11 on the petition of the Chicago board of trade and commercial organizations in the east for a reduction of the rates on grain to the gulf ports. The present rates to gulf ports are 6 to 8 cents below those to the North Atlantic but lower ocean rates there make the cost of transportation to destination approximately the same.

* * *

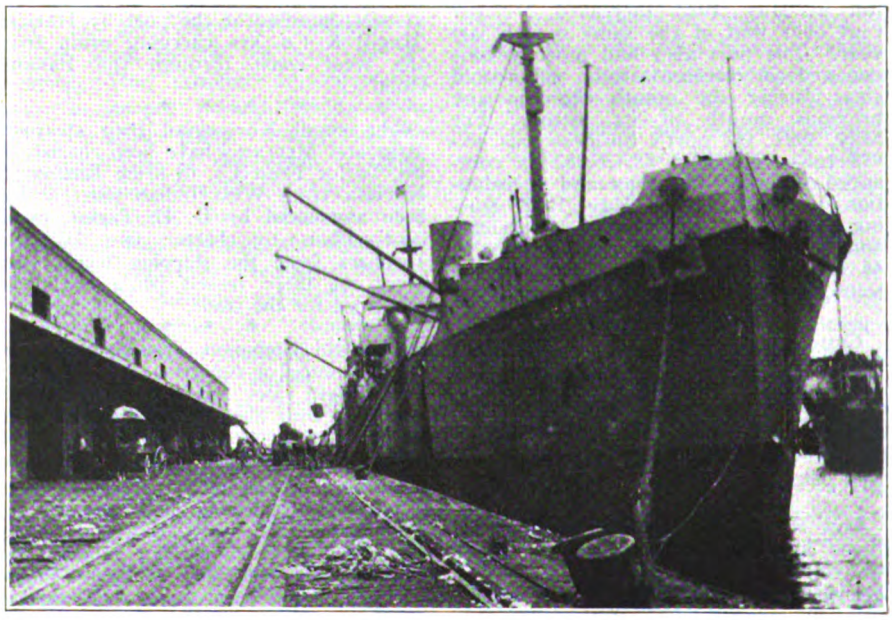
The Louisiana legislature has submitted to the voters an amendment to the constitution authorizing the port commission of New Orleans to lease lands adjacent to the Industrial canal, which will connect the Mississippi river and Lake Pontchartrain, for 99 years. Henry Ford, refusing to consider the lease contract now authorized, which provides for a revaluation every 20 years, bought four squares of land on the river front below New Orleans and by Oct. 1 will have an assembling plant and exporting terminal employing 750 to 800 men. Mr. Ford was in a hurry and the amendment can not be voted on before November.

* * *

The Johnson Iron Works, New Orleans, with a bid of $264,447 and 220 days, got a contract from the New Orleans port commission to build a steel screw fire tug in competition with six other builders. The next best bid was that of the Pensacola Shipbuilding Co., $269,913 and 275 days.

* * *

John L. Dickey of Lester F. Alexander & Co. succeeded in raising the Beaumont



DISCHARGING COTTON BAGGING AT GALVESTON

The American steamer STEELMAKER arrived at Galveston recently from Calcutta with approximately 2800 tons of cotton bagging and gunniesacks for Galveston and a like cargo for New Orleans. This is the second vessel from Calcutta during the month of May bringing cargo of this kind. Daniel Ripley & Co. are agents for the vessel.

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Petroleum Co.'s tanker CHAGRES, which sank stern down off the Jahncke dock, and getting her on her side in the 10,000-ton Jahncke dock. For a month, the bow of the tanker was up in the air and her stern on the bottom in water approximately 55 feet deep. Divers closed the hatches but considerable trouble was caused by plates that had been bolted on but not yet riveted when air pressure, used to force out the water, reached their level. She was lifted and straightened up by three steel cables but flopped on her side, with 50 feet of her stern projecting beyond the floor of the dock, when hauled into it by a tug.

* * *

Guido Podrecca, member of the Italian parliament and special envoy of the Italian government, states that the Italian steamship companies plan a new passenger and freight service from Naples to New Orleans.

* * *

The New Orleans port commission is negotiating with importers of cocoanut and other vegetable oils, used principally by manufacturers of soap, to install a tank system for their use on the Industrial canal. This would divert some imports from the North Atlantic ports, where the costs of handling are reported to be much higher than they would be at New Orleans with special facilities. The larger manufacturers interested are Proctor & Gamble, Cincinnati, the Globe Soap Co., Chicago, Peet Bros. Co., Kansas City, Mo., and the American and Southern Cotton Oil companies.

* * *

The United Fruit Steamship Corp., New Orleans, is now owner of all vessels in the United Fruit Co.'s service and the ships plying between gulf and tropic ports are being changed from British to American registry.

* * *

The tanker WILLIAM G. WARDEN struck the west jetties in the Mississippi recently and went ashore.

* * *

Shipping through the port of Houston in May, 1922, increased 272 per cent over that of the same month last year. The port also had more vessels engaged in foreign trade enter and clear during the month than in any previous month of its history. For May, 1921, the port's business was 48,913 tons valued at $2,426,282 as compared with 179,154 tons and a valuation of $9,814,213 for May, 1922. During May, 1921, there were 19 arrivals and 20 departures as compared with 44 arrivals and 42 departures for the same month in 1922.

* * *

Customs collections for the port of Galveston, Texas for the fiscal year ended June 30, 1922, broke all previous records, the total being $3,627,075.62. The previous high record was a total of $2,045,813 collected during the year ended June 30, 1921.

* * *

Raw sugar imports for the year ended June 30, 1922, through the port of Galveston amounted to 754,447 sacks or 244,440,828 pounds. This would represent 30 cargoes of 25,000 sacks each, the average cargo carried by vessels of the lake type. The total for this year is 201,860 sacks greater than that of the previous year.

From the South Coast

CUSTOMS district 14, of Virginia, including Norfolk, Newport News, Richmond, Petersburg, and other cities led all customs districts in the United States in both weight and value of export leaf tobacco during the calendar year 1921, according to figures of the department of commerce just made public. Values of export leaf tobacco from this district totaled $135,196,963 as against a total for the entire country of $204,743,166. The Virginia district exported 208,715,172 pounds as against 130,139,329 pounds at New Orleans and 69,022,744 pounds, valued at $17,975,412, at New York.

* * *

Norfolk will be represented by at least one delegate at the Brazilian centennial exposition in Rio de Janeiro. The Norfolk city council has adopted a resolution authorizing an appropriation to cover such a delegate's expenses. The city's representative has not been selected but it is understood he will be one of the shipping men of the port.

* * *

All passenger accommodations on Boston steamers of the Merchants & Miners' Transportation Co. from Norfolk up to and through July 5, had been filled in advance, indicating that steamers sailing from the port to New England will be filled to capacity during the remainder of the summer. At present the Merchants & Miners is operating only two steamers a week to Boston and two to Providence. Freight traffic is light, holding down the number of sailings. Passenger travel via the Boston steamers is not unusually heavy but is starting early.

* * *

Between 12 and 15 Japanese steamers operated by the "K" line were to arrive in Hampton Roads between July 15 and August 1 for bunker coal enroute from the west coast to European ports. The vessels, handled at the port by Harriss, Magill & Co. are carrying grain from the west coast through the Panama canal.

* * *

The small Norwegian fruit steamers JUNI and MEDINNA have been charted by the Taylor Fruit Co. to bring bananas to Norfolk from West Indian ports, it has been announced by D. E. Taylor, president. Plans to charter two lake-type steamers from the shipping board were given up, these vessels being considered too large for the trade.

* * *

The Old Dominion Transportation Co. has announced a reduction in its port-to-port freight rates, effective July 1, simultaneously with the reduction in rail rates.

* * *

Return of the steamer HAMILTON from the shipyard where the vessel has been completely overhauled and refitted for passenger traffic, provides a 5-day-week passenger service between Norfolk and New York by the Old Dominion Transportation Co. The steamer is identical in interior construction with the JEFFERSON, also refitted several months ago and now in service. The company has decided to retain the steamer ALLIANNCA, chartered from the Panama Steamship Co. to be used while the two steamers were in shipyards. The steamer TUSCAN, chartered from the Merchants & Miners Transportation Co., for freight only, will be returned.

* * *

Fifty-four foreign cargo sailings are scheduled from the port of Norfolk for July, according to schedules announced This is excluding two sailings to Central American and Mexican ports by Pacific Mail steamers bound for the west coast. Six sailings are scheduled to the west coast by the Marine Dispatch, Williams and Pacific Mail lines. Forty-seven cargo sailings were listed for June each month showing steady increases.

* * *

The J. T. Nuchols Co., Richmond, has been awarded contract for rebuilding the Chesapeake & Ohio pier and warehouse, burned at Norfolk several months ago. The new pier and warehouses will be fireproof, constructed of reinforced concrete and steel. It will be 52 x 450 feet.

* * *

The Williams line steamer WILLHILO which loaded general cargo at Norfolk and sailed for the west coast via New York on April 30, carried the largest cargo in the history of the inter-coastal trade when she passed through the Panama Canal on that voyage. The vessel was loaded with 9500 tons of cargo. The steamer will probably arrive in Norfolk to load on another voyage about Aug. 1.

* * *

Two first class freight steamers, now owned by the government, and lying in New York, will be purchased and placed in the fruit trade between Norfolk and the West Indies. Negotiations for the steamers are under way and if the deal can be made they will supplant the three auxiliary schooners now plying the route, according to D. E. Taylor, president of the Taylor Fruit Co.

* * *

The Japanese steamship KASHU MARU from Savanna via Havre for Hamburg struck a quay while leaving Havre and damaged her bows. Temporary repairs are being made at Havre and permanent repairs at Hamburg.

* * *

The superior quality of coal shipped from the Hampton Roads piers was the subject of comment recently by W. C. Bechman, superintendent of coal distribution for the Public Service Electric Co. and the Public Service Gas Co. Newark, N. J., who was in Norfolk making observations of coal handling facilities. He declared coal from the port is the best his companies have ever used.

* * *

The largest floating derrick in the world is to be used in raising the tug NORFOLK, sunk last fall between Thimble Shoal Lighthouse and Cape Charles. The derrick, the MONARCH, is owned by the Merritt & Chapman Derrick & Wrecking Co. which is undertaking the floating of the tug. The MONARCH, built about a year ago, was designed to lift 250 tons on a straight pull but it is believed that she can handle a weight of 300 tons.

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Practical Ideas for the Engineer

Principles of Surface Condensers Outlined—Metals Used Influence Efficient Operations — Importance of Oakum

DEVELOPMENT of the steam engine and economies in operation and designs led to the introduction of the condenser to eliminate losses due to exhausting directly into the atmosphere or working at "high pressure" as it is called. Horsepower developed is measured by the mean pressure in the cylinders, less the back pressures and any reduction in the back pressures by reason of an increased ratio of expansion or by exhausting into a vacuum rather than against atmospheric pressure, must result in a greatly improved economy of operation.

It is fundamental law of thermodynamics that the useful energy derived from heat is directly proportional to the range of temperature throughout the entire cycle of operations. In the conversion of fuel into heat, by combustion, are many natural limitations, the total thermal value of the fuel itself and ability to convert such heat into useful work, by efficient combustion, grate surface, heating surface, draft, water circulation in the boiler, and many other features of operation and design. In any form of heat changes heat should be generated with the least possible loss and should be transmitted with the utmost efficiency to the medium that is to transform it into useful work. In the steam boiler by design and operation, the highest possible evaporative efficiency per pound of fuel consumed, should be secured. From the boiler the steam flows through the cylinders, undergoing an expansion in so doing and increasing in volume and decreasing correspondingly in pressure and temperature. On exhaust into the condenser the temperature should be as low as possible. If T represents the total heat in one pound of steam on admission to the cylinder and t equals total heat on exhaust to condenser, the useful work is measured by T-t which, compared with T, indicates the engine efficiency. The condenser not only insures a reduced back pressure but supplies to the boiler the condensate, as feed water, at a temperature considerably above that available, if no condenser were installed.

Condensers are of two types, jet and surface. In the jet condenser the exhaust steam is admitted through the eduction pipe and delivered through a spreading plate to jets of cold water with which it is mixed and condensed. From the channels of the condenser, so much of the condensate as is required for boiler feed is returned to the boiler by the feed pumps and the balance is pumped overboard. From 50 to 60 pounds of water per pound of steam represents average practice with this type of condenser. One serious drawback in the jet condenser, which is now practically obsolete, is that the injection water must be returned in part with the condensed steam and this prohibits the use of this type when the available water supply contains scale forming elements or is contaminated by acids or other corrosive agents, injurious to boilers.

The surface condenser eliminates this drawback by providing means for keeping the exhaust steam and the cooling or circulating water entirely separate. The condensate is thus delivered to the boiler uncontaminated, and such losses which inevitably occur in condensation are made up from the reserve feed water supply.

In general the surface condenser is cylindrical, but in some cases the design is adapted to space available in the engine rooms, between engine columns, etc. The dimensions depend on the weight of steam to be condensed which enters the condenser at the top, passes down through the spaces between the tubes and is condensed by contact with their cool exterior surfaces. From the channels of the condenser the combined water air and vapor are delivered by the air pump to the hot well, the air escaping. The cooling or circulating water is pumped through the tubes by the circulating pump, usually of the centrifugal type as this pump is highly efficient against low heads. The cooling water enters the lower nests of tubes, and passes back through the upper return nests and then overboard through the outboard delivery valve. With reciprocating engines a vacuum of about 26 inches of mercury is usually maintained and such engines are unable to maintain a much higher vacuum. Assuming an average set of operating conditions, from 3 to 4 pounds back pressure, temperature exhaust steam 150 degrees Fahr., temperature hot well 100 degrees and latent heat of steam 1010 degrees, the heat rejected per pound of steam will be 1010 + 50 = 1060 heat units. Such engines require about 15 pounds of steam per indicated horsepower per hour making the total heat rejected per indicated horsepower per hour 1060 x 15 = 15900 B.t.u. The weight of cooling water to effect this rejection would depend on the temperature of available cooling water which is apt to be variable in marine practice. Assuming 25 degrees Fahr, to be the average difference between temperatures of incoming and outgoing circulating water the total weight of water required per 1 horsepower would be $\frac{1060}{25} = 42.4$ lbs.

Forty pounds per hour is frequently used in condenser design. The total weight of water required per hour is large. Under the above conditions for a marine engine developing 1000 indicated horsepower per hour it would be $15 \times 42.4 \times 1000 = 636{,}000$ pounds, or 318 short tons per hour.

The Ratio Varies

On account of the wide range of steam consumption, no definite relation exists between the indicated horsepower and the cooling surface, or between the cooling surface and the steam condensed unless the temperature of the cooling water is constant which does not obtain in practice. The ratios of square feet of cooling surface to indicated horsepower vary from 2 to 1. About 1.5 is a fair average. For any given set of conditions it might be determined from the pounds of steam per hour to be condensed, the temperature corresponding to the vacuum in the condenser, the total heat of exhaust steam, the heat transmitted per square foot of tube surface and the temperature of incoming and outgoing circulating water. In consideration of these variables an ample allowance should be made for contingencies.

The introduction of steam turbines has led to changes in condenser design for the reason that a high vacuum is essential to turbine efficiency. The turbine is practically unlimited as to ratios of expansion of steam. In reciprocating engines the expansions are limited by size of cylinders and owing to this it is not practicable to carry a vacuum much above 26 inches, as the reduction in steam consumption by any further reduction in pressure is too small to compensate for the additional power required to create the higher vacuum, and to compensate for the increased total range of temperature difference of the steam due to the lower temperature of air pump discharge. It

This report on condensers prepared by Capt. H. George, of the Copper and Brass Research association.

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should be remembered that in reciprocating triple expansion engines the ratio of expansion of steam varies from 1 to 10 or 11 while in the turbine it is unlimited in theory and in practice may exceed 1 to 155 or 160. This relatively enormous volume of low pressure low temperature steam necessitates that steam be admitted to the condenser with the least possible obstruction of flow, be efficiently distributed over entire tube surface, and that the spaces between the tubes should be at least equal to the area of the exhaust nozzle. With reciprocating engines the economy of steam consumption increases about 1.5 per cent from each inch increase in vacuum, while with the turbine an increase in vacuum from 26 to 27 inches gives a gain of about 4 per cent, from 27 to 28 inches a further gain of 5 per cent and from 28 to 29 inches from 6 to 7 per cent.

Has Been a Problem

The shells of condensers may be of brass, bronze or steel; tube plates brass, bronze or muntz brass and supporting plates steel. The tubes are held in the tube plates by ferrules or glands of the same metal as the tubes which restrict longitudinal movement and the packing tightens the joint circumferentially. Many types of packing have been used, metallic, rubber, or fiber, but it is doubtful if anything is superior to corset laces for this purpose.

Many metals and alloys have been suggested and tried out for condenser tubes and the corrosion committee of the British Institute of Metals has devoted several years to determine that most suitable, particularly as regards resistance to corrosion, which may be seen in all species of condenser tubing. In marine practice vessels may lie at moorings where the surrounding water is contaminated by corrosive discharges from industrial plants, sewage, etc. In tropical service the temperature of cooling water may be high, giving a hot condenser, which in itself is conducive to corrosing attack. The circulating pumps may not be sufficiently empowered to deliver water adequate for cooling. The velocity of water through the tubes should not be less than 5 or 6 feet per second, to minimize as far as possible a dangerous form of corrosion known as "deposit attack," caused by impurities clinging to the surface of the tubes, and forming foci of corrosion. The designs of the condenser and the management are patent features in condenser tube endurance, and the best tubing may be destroyed by poor design or inefficient operation.

It has been found that the "admiralty composition", consisting of copper 70 per cent, zinc 29 per cent, and tin 1 per cent, gives under normal conditions the best endurance and satisfaction. It has been adopted by the British admiralty and is now the standard in the United States navy, the shipping board, other foreign admiralties and many public utility companies. Its use is becoming widely extended in the merchant marine and by all consumers called upon to use salt or contaminated harbor waters for cooling purposes. Muntz metal, the copper 60 per cent, zinc 40 per cent, brass may be used in good waters and in some cases has given a reasonable satisfaction. It is particularly subject, from its structure, to pitting dezincification, and local corrosion and should not be used with salt waters or land waters rich in chlorine, or carbon dioxide, especially if such waters have a low temporary hardness. In these cases the aggressive carbonic acid gas greatly accelerates corrosion. The trend of modern practice is toward the use of admiralty or a high copper-tin mixture, or some ternary alloy, of homogeneous structure for all species of installations. The tubes are generally ⅝-inch or ¾-inch outside diameter and from 16 to 18 Birmingham wire gage thickness of wall. The lengths depend on the type of condenser, number of passes, etc. For marine condensers, the lengths vary from 5 to 15 feet. In plants where space is not so restricted lengths from 20 to 22 feet are not uncommon. To insure quality all condenser tubes should be purchased under the United States navy department specifications which have been recently revised, and now include provisions regulating the crystal sizes, a most important factor in condenser tube endurance.

What the Needs Are

Engineers should do much to throw light on obscure and abnormal corrosions that sometimes occur in condenser tubes by keeping a record of the performance of their tubes, and the conditions of operation, and by forwarding to the manufacturers specimens of defective tubes for laboratory examination. A closer relation between the manufacturer and the consumer would stimulate improvement and be of essential benefit to all concerned. Engineers and others interested are advised to read *Notes on the Corrosion and Probation of Condenser Tubes* by Bengough, investigator of the British Institute of Metals, and published in the *Transactions* of that society 1921, volume XXVI, a document of great value to all concerned with the design and operation of condensing plants.

A first class battle cruiser will require about 240,000 pounds of tubing for all her condensers. An average freight steamer, of say 12,000 tons displacement and 2500 horsepower, will require from 3750 to 5000 square feet of cooling surface or from 10,500 to 13,800 pounds of ¾-inch 16 Birmingham wire gage tubing for her condensing installation. The condensers, therefore, represent one of the largest and most expensive demands for the nonferrous metals in ship construction and certainly one of the most important features of all sound efficiency and economy in operation.

Will Build Big Pier at Norfolk

The Virginian railway is preparing to spend $3,000,000 for the erection of an electrically operated coal pier at Sewalls Point, Va., C. H. Hix, vice president, has announced. Plans are now being prepared and bids may be asked in two months. Construction will require two years.

The railroad's determination to add to its coaling facilities at Norfolk, Va., constitutes another distinct step forward in port development. It represents an expenditure nearly as large as the total outlay involved in the city's new terminal project, which is going forward just south of the Virginian property, and will be the largest improvement in the coal trade at Norfolk in recent years.

Similar in design to the pier which the Virginian now has, the new unit will be longer and larger, although the exact dimensions are not finally determined. It will be equipped with mechanical trimming machines which will give it increased efficiency for coal handling.

Construction of the new pier will enable the Virginian to care for a growing coal traffic. The Virginian owns a large area south of the naval base at Sewalls Point. The new pier will be located on ground which the road has had for some time and will be from 120 to 150 feet south of the present pier.

Ample space for berthing vessels and for moving them in and out of the slip will be allowed in locating the new development.

In announcing the plans for the new pier, Mr. Hix said the main difficulty is to get sufficient berthing space alongside the present pier. The existing plant could dump a great deal more coal than it is handling if the vessels could be berthed to receive it.

In 1909, the Virginian completed its present pier at Sewalls Point. It is 1060 feet long and has handled as high as 45,000 tons of coal in a single day, the most recent record having been made on June 24. Monthly dumpings have been well above

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500,000 tons when the coal trade has been active.

In 1919 a double dumper was installed, which enables it to dump two ordinary coal cars at a single operation. This improvement largely increased its capacity.

The old pier will be kept and used for bunkering vessels and miscellaneous purposes, while the new pier will be devoted largely to handling cargo ships.

Construction of the new pier will enhance the importance of Hampton Roads as a coaling port. The Virginian will have two coal piers of high capacity when its new one is finished; the Norfolk & Western has two large piers and one small one at Lamberts Point, while the Chesapeake & Ohio has one large pier and one small one at Newport News.

Late Marine Patents

A copy of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, and mentioning MARINE REVIEW.

1416336—Sunken ship indicating device, George Czeperko, Unity Station, Pa.

1416499—Hatch for boats, A. D. Newcomb, Norfolk, Va., assignor by mesne assignments of half to Richard D. L. Fletcher, Cape Charles, Va., and half to R. T. Marsh, Richmond, Va.

1416155—Ship construction, Charles Ahola, Detroit.

1416498—Releasing mechanism for life boats, A. D. Newcomb, Norfolk, Va., assignor by mesne assignments of half to Richard D. L. Fletcher, Cape Charles, Va., and half to Robert T. Marsh, Richmond, Va.

1416754—Device for raising sunken vessels, Jesse W. Reno, New York.

1416950—Ship protection, Harold J. W. Fay, Westboro, Mass., assignor, to Submarine Signal Co., Portland, Me.

1417165—Valve mechanism for submarines, Hugo E. Grieshaber, Groten, Conn., assignor, to Electric Boat Co.

1417260—Ship structure, John H. Lindross, Brooklyn.

1417342—Electric ship propulsion, John Martin and Frederick H. Clough, Rugby, England, assignors, to General Electric Co.

1417486—Propeller, Julius Bartha and Arthur E. Glassman, New York, assignors, to Glassman-Bartha Welding Corp., New York.

1418622—Reversible propeller, David Cockburn, Cardonald, near Glasgow, and Edward McDonald, Paisley, Scotland.

1418797—System of submarine mine laying, John Hays Hammond Jr., Gloucester, Mass.

1419016—Anchor hook, Angelo Capirosso, Rossiter, Pa.

1419180—Aeronautical propeller, Procter Thompson and Michael J. Whelan, Muskegon, Mich., assignors, to the Brunswick-Balke-Collender Co., Chicago.

1419836—Mariner's compass, Michael B. Field, Glasgow, Scotland, assignor, to Kelvin Bottomley & Baird, Ltd., Glasgow, Scotland.

1419874—Electric ship propulsion, Campbell McMillan, Schenectady, N. Y., assignor, to General Electric Co.

Moves New York Offices

Effective June 24, several of the departments of the American Bridge Co., 30 Church street, New York, were moved to the Empire building, 71 Broadway. The departments include the vice president's department, Josuah A. Hatfield, vice president; the chief engineer's department, C. W. Bryan, chief engineer, C. G. Emil Larsson, J. H. Edwards and O. E. Hovey, assistant chief engineers, and L. H. Shoemaker, assistant to the chief engineer; the eastern division contracting department, A. L. Davis, division contracting manager, E. B. Stearns, assistant division contracting engineer, B. P. Talbot, J. F. Geoghegan, W. M. White and J. C. Walker, contracting managers; and the treasury department, L. L. Sisson, credit manager.

Cut Silk Delivery Time

Former records for the speedy transportation of silk from Japan to New York through the port of Seattle recently were broken. The shipment in question was discharged at Seattle by the Admiral liner SILVER STATE and landed in New York in 13 days, 12 hours and 20 minutes from Yokohama. This is said to lower the Canadian record via Vancouver by 5 hours and 42 minutes.

Oakum, Essential, Often Overlooked

BY A. C. STRATFORD

(A Letter to the Editor, Marine Review)

OF ALL the material entering into the construction or repair of a vessel, oakum receives less attention from the naval architect, marine engineer and the owner than any other one thing. In some cases the oakum, while one of the smallest items in cost compared with the amount of work to be done, is one of the most important factors in the ultimate use of the vessel and often in the cost of the insurance. The wooden decks of a steel vessel should be as carefully calked with selected material as the seams of a wooden schooner. Poor oakum used in calking, no matter how skilled the calking labor may be, will require recalking within an unreasonably short space of time, and the expenditure of more for labor than good oakum would have cost for the work in the beginning.

Only recently, I was talking to a shipbuilder who was inclined to buy an inferior grade of oakum because he could get it about ½ cent per pound cheaper than the highest grade on the market. I said to him "You should take pride in giving your customer a lasting job and if you use the inferior oakum, he will have to have his boat recalked within a short space of time." To this, the shipbuilder replied "So much the better for me, because I will have to do the work and it means more employment for my men and more profit to me to use the cheaper oakum in the beginning and get a repeat job."

How much confidence would the owner of that boat have had in the builder, had he heard him use those words? No doubt, some other builders feel the same way and still the owners and the naval architects do not seem to realize the importance of specifying the highest grade of oakum obtainable.

Oakum to be good for marine calking must be made entirely of soft fiber hemps which have been thoroughly teased out and carded, remaining of a sufficient length and strength to make a good thread when spun either by hand or machinery. Before going through the carding or finishing or spinning machines or being delivered to a job, these fibers must be thoroughly impregnated with a good quality of pine tar. They must contain sufficient tar to make them impervious to water but not more than necessary to do this, as otherwise the fibers will become saturated and soggy, and tar of itself does not make a good calking.

The oakum must be of such a quality that when calked into a seam it has a certain amount of elasticity. If the seam expands or contracts, the oakum also should expand or contract and the seam, therefore, be always tight. Take oakum which is made of soft fiber hemps not sufficiently tarred to repel water and put it into a seam that is subject to water, it might easily cause a leak, for water will soon rot the fibers if they have not sufficient tar to protect them from its action.

Mr. Stratford is president of the George Stratford Oakum Co.

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Business News for the Marine Trade

Reorganization of the Green Star Steamship Co., now in the hands of a receiver, is being planned. The Equitable Trust Co. and the United States shipping board hold securities in the company.

Contracts have been awarded to the Harlan plant of the Bethlehem Shipbuilding Corp. for the construction of three car floats for the Bush Terminal Co., New York. The floats will cost about $300,000 each, will be 270 feet in length and will be equipped with all conveniences of a modern ferryboat.

The Dravo Contracting Co., Pittsburgh, has been awarded a contract by the Gulf Coast lines for the construction of a car transfer steamer to cost about $250,000. The boat when completed will be used on the Mississippi river between Baton Rouge and Anchorage, La. She will be 340 feet in length, 90-foot beam, 11 feet deep and will be of steel construction throughout.

The New York-Naples Steamship Co. recently was organized under the laws of Delaware with a capital stock of $250,000. The president is Mortimer B. Foster; vice president, George Ferguson, and secretary and treasurer, L. E. Schwartz.

Piling has been driven for the proposed $500,000 wharf and terminal to be built at Los Angeles harbor by the city harbor department. The new wharf will be known as berth 190 and will be leased to Norton, Lilly & Co., local agent for several lines running into Los Angeles harbor.

Capitalized at $5,000,000, Jewett-Palmer-Harris, Inc., recently was incorporated under the laws of Delaware to build boats, dry docks, etc.

The Central States Coal & Dock Corp., New York, recently was incorporated with a capital stock of $100,000. Incorporators of the company include George M. Hamburg, 237 Water street, New York.

W. R. Virtue & Co., Inc., Wilmington, Del., recently was incorporated under the laws of Delaware to build, own and operate vessels of all kinds, with a capital stock of $500,000.

Contract for the construction of two freight ships for the Eastern Steamship lines for its New York-Boston service, recently was awarded to the Bethlehem Shipbuilding Corp. The vessels are to be built at Sparrows Point, Md. It is reported the same company has under contemplation construction of two combined freight and passenger ships of 18 knots speed, to be fitted with 350 rooms, for use in the same service.

The Coastwise Steamship Co., Norfolk, Va., has been incorporated at Richmond, Va. Officers of the company are: President, George Debree Taylor, Virginia Beach; and secretary, H. W. Bennett. Directors are B. F. McHorney, W. A. Sanders and W. P. Ashburn.

C. E. Beckman Co., New Bedford, Mass., recently was incorporated to deal in oils, paints, sails, boats and electrical equipment, with a capital stock of $100,000.

The Weger Marine Engine Co., Cleveland, recently was incorporated with a capital stock of $500,000.

Work has been started on a new pier, 400 feet long and 53 feet wide, adjoining Camden, N. J., municipal pier at the foot of Spruce street, that city. Contractors are dredging between the municipal pier and the proposed site to permit deep draft vessels to enter.

The Virginian railway will build a new coal pier at Sewall's Point, Va., involving an expenditure of $3,000,000.

Capitalized at $250,000, the Navigation Steamship Co., New York, recently was incorporated under the laws of New York. Incorporators are L. Olsen, M. E. Graef and L. W. Larslen. The company is represented by L. R. Bachner, attorney, 27 Cedar street.

Capitalized at $125,000, the Castle-Lodge Steamship Co., New York, recently was incorporated under the laws of Delaware.

The Lodge Navigation Co., New York, recently was incorporated under the laws of Delaware with a capital stock of $500,000.

The Mandalay Steamship Corp. recently was chartered under the laws of Delaware with a capital stock of $500,000.

The Northwestern Development Corp. has been organized with a capital stock of $1,500,000, to operate a steamship and transportation line between Portland, Oreg., and Seward, Alaska, headquarters of the company to be at Vancouver, Wash. Incorporators of the company are A. J. Kaiser, L. C. Stringer and H. H. Dickson.

The Fall River Steamship Co. recently was incorporated under the laws of Delaware with a capital stock of $40,000.

The Todd Shipbuilding & Dry Dock Co., Mobile, Ala., has been incorporated with a capital stock of $750,000. Incorporators are William H. Todd, Arthur E. Goddard, John D. Riley, Dennis H. Lanman, Angus Marshall, Joseph Lyons and Harry T. Hartwell.

The Los Angeles General Steamship Agents, Los Angeles, has been incorporated recently and has taken over the agency of various steamship lines including Struthers & Barry, Pacific-Argentine-Brazil, Swayne & Hoyt, Inc., Mexican States, Pacific-Caribbean-Gulf, Furness-Prince and Pacific Australian. Incorporators are J. McMillan, C. G. Krueger and Walter Wheaton.

Business Changes

CONSOLIDATION of the Brunswick Refrigerating Co., New Brunswick, N. J., and the Kroeschell Bros. Co. and the Kroeschell Bros. Ice Machine Co., Chicago has been effected as the Brunswick-Kroeschell Co., with offices and factories in both cities.

* * *

The Massey Shipbuilding Co. has succeeded the Globe Shipbuilding Co., Superior, Wis.

* * *

Sales offices of the Federal Shipbuilding Co. have been moved from 71 Broadway to 26 Beaver street, New York. General offices remain at Kearny, N. J.

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The Radio Corp. of America, 233 Broadway, New York, announces the opening of a district office of its sales department at 10 South La Salle Street and a warehouse at Unit "B", central manufacturing district, Chicago.

* * *

The Wilson Welder & Metals Co., Inc., 132 King street, New York, has appointed the King-Knight Co., Underwood building, San Francisco, exclusive representatives in central and northern California for the company's welding machines and metals.

* * *

The Steamship Fuel Corp., 33 Rector street, New York, has opened an office in Norfolk, with Allyn F. Gibson as manager. The Norfolk office will be headquarters for the South Atlantic district of the company. Offices are to be established at Charleston, S. C., Savannah, Ga., and Mobile, Ala.

* * *

The Savannah Line has moved its New York terminal to Pier 52, North River. Its general offices will be established at Pier 50, North River. The company for 50 years has occupied Pier 35, North River, which it was compelled to abandon owing to the building of the New York-New Jersey vehicular tunnel.

New Trade Publications

MARINE MACHINERY—Capstans, winches, steering gears, windlasses, hoists, deck engines and other marine machinery are described in an illustrated booklet of 24 pages, 7½ x 10½ inches, now being distributed by the Mead-Morrison Mfg. Co., East Boston, Mass., and Welland, Ont. Dimensions, specifications and descriptive details are given with each illustration of the various products of the company.

VACUUM TOOLS—The Crescent Pump Co., Detroit, is circulating a 12-page illustrated booklet in which vacuum tools are described and illustrated. These include chucks, bench blocks, hand lifters, suction cups and a rivet holdon. A line drawing is given in the booklet showing the method of connecting pumps made by the company. Applications for which vacuum tools are used are given.

FUEL OIL SYSTEMS—A catalog consisting of three bulletins and describing mechanical fuel oil burning systems and fuel oil burners, in which the oil is atomized by low or high pressure air and steam, has been published by the Schutte & Koerting Co., Philadelphia. The catalog discusses thoroughly the installation, operation and maintenance of oil burning equipment, its characteristics, requirements and functions; the relative merits of mechanical and spray oil burners; design, purpose and operation of air control registers; oil pumping outfits, duplex oil strainers and fuel oil heaters; the general requirements of steam boiler furnaces for burning oil, operation, inspection of the system, lighting the fires, air for combustion, indication of satisfactory operation, number and arrangement of burners, effects of carbon deposits, soot, etc. It is profusely illustrated and contains more than 25 tables of important data compiled from authoritative sources.

PORTABLE CRANE—The Ellwood Foundry & Machine Co., Ellwood City, Pa., is circulating a 4-page illustrated folder in which a portable floor crane is described and illustrated. This crane is made in three types. One is a special garage crane, the second is designed for more common usage, while the third is more freely designed and ruggedly constructed, and is for extremely heavy duty. Some of the uses to which these cranes are adapted are for automobile plants, boiler and tank shops, car repair shops, cold storage houses, electric lighting plants, foundries, etc. Complete specifications are given.

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